CYCLE NEWS®

WEST

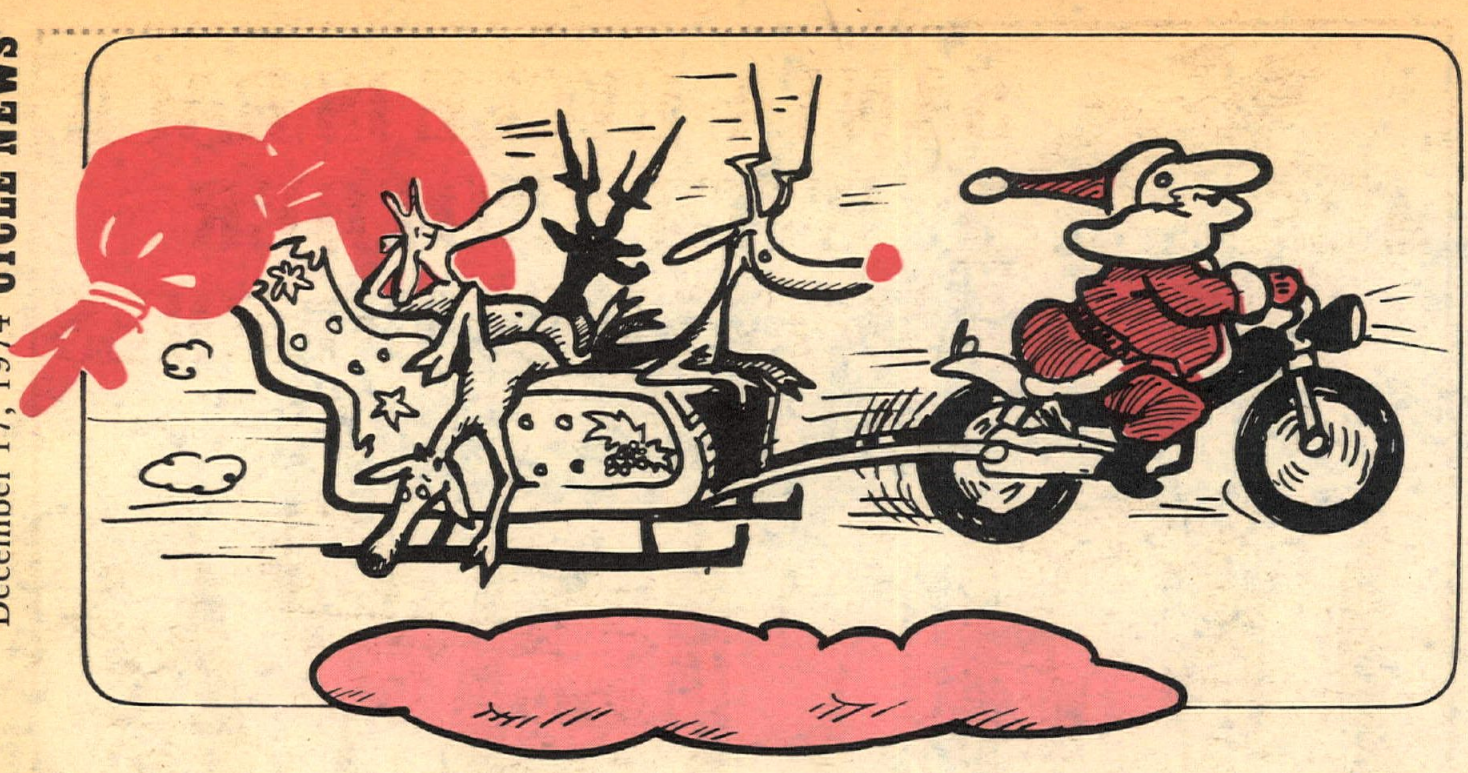
Volume XI : Number 49 : December 17, 1974 50¢

The Hot Sneakers High Shool MX Champs

Read about it all:

- SRA enduro
- DRA hare scrams
- AMA desert novices
- CMC road races
- ATA trials
- CZ trix
- GB textbook

NEWSPAPER



THE LATEST POOP BY PAPA WEALEY

We've gotten a lot of letters taking BLM to task for the way they handled Barstow-Vegas matters, but we think the BLM deserves our thanks and our praise more than our criticism. The Sierra Clubs and pucker-bush defenders are REALLY ticked off at BLM because they didn't run B-to-V entirely on the Freeway.

Green Sticky Progress – As of Oct. 1, 1974, the California ORV fund has accumulated $1,947,421. Of this amount $203,249 has been spent for planning and administration, $20,671 for a man and vehicle to assist ORV users at Anza-Borrego Desert Park, $131,000 is marked for matching grants for local ORV grounds in Davis, Marysville and Orange County, $30,000 went for snowmobile trail maps and signs and $768,500 is approved and submitted for ORV areas in Victorville, Tulare, Cerritos and Baldwin Park, and the counties of Sacramento and Stanislaus. More information and details can be requested from Trails and ORV Section, Dept. of Parks and Recreation, Box 2390, Sacramento 95811. Call (916) 445-1370.

Speedway Motorcycle League, Inc. is signing riders and selling franchises for their first eight-week season in the spring of 1975. League format envisions twelve teams in three divisions: Western – Vancouver, N. Calif., Denver, S. Calif.; Central – Detroit, Chicago, Houston, Ohio; Eastern – Toronto, Northeast, Atlanta and Miami. First and Second Division riders and franchise buyers should contact Jack Long at 555 E. Ocean Blvd., Suite 211, Long Beach, CA 90802. (213) 435-8364.

Gary Scott has his cast off from that broken foot suffered at the Albany Mile. Chuck Palmgren is in the hospital following corrective back surgery, hopes to be back on the circuit after Houston, still with Dan Gurney backing.

Any rider who did not attempt to qualify for the 1974 ISDT team, who would like to try in 1975, should contact Jim Nidiffer at the AMA in Ohio before January 15, 1975. Five two-day qualifiers are confirmed, with four more likely.

Reader Will Dabbs writes that a 1974 Husky, advertised by Imperial Motor Sports of Baldwin Park, California as a 250 five speed WR, turned out to be a 250 RT. Neat, if you wanted an enduro bike, not so neat if you went expecting a 250WR motocrosser.

We think that was Kent Howerton's first ride at Saddleback Sunday, which he won overall. Remember the Alamo!

CMC road rashers' awards bash is at Al Klinzman's La Posada at 2200 Harbor Blvd., Costa Mesa, CA on December 22 at 8 p.m. Cost is only $1.50 a head for all riders, but you must RSVP with cash to Pat Manning at 3407 W. Olive, Burbank, Ca. 91505 by December 15 so the maitre 'd will know how much goulash and beer to serve up. Far out!

Pat Hennen won the Australian Pan Pacific Series by one point, with a heart-stopping finale at Adelaide, December first. Runner-up Ron Toombs, who had chased Hennen all the way, clipped a concrete rail during a last turn bid to pass, barely regained control after touching Hennen's machine, and finished a half bike length down.

A "Moto Journal 200" race for over $100,000 purse has been set for the Paul Ricard circuit in the south of France June 8.

There's a firm time and place for the 1975 ISDT at last. The Isle of Man, October 13-18.

A 360cc Husky with an automatic transmission has won a two day trial in Sweden.

The British equivalent of our Laugh-In Trial is at a place called Wayzgoose. Even that's funny. A Honda Trail 70 won it.

It was Merry Christmas early for Kenny Roberts at the AMA banquet in Los Angeles December 5. Ken was handed checks totalling over $57,000 for his share of the points fund, Camel Pro Series, and contingency pot. Yamaha laid on a $20,000 present for winning the number one again. Roger DeCoster and Gerrit Wolsink were telling each other they were in the wrong game, as Kenny's checks just kept on coming.

Save Memorial Day Weekend 1975 for a big motorcycle Jamboree in Visalia, California. Road ride, races, field meets – the whole tutti-frutti.

Mike Runyard got married over the Thanksgiving weekend; congratulations.

What can you get for free these days? Well, the new Racecrafters Catalog, for one thing. Get one at their store on Sunset Strip, located between Schwabs Drug Store and the Institute for Oral Love.

R.J. Reynolds Tobacco Co. is putting up $75,000 for pro racers to race for in the 1975 AMA Grand National Series. Points toward cash prizes in the Camel Pro Series will be awarded at all 21 events and the top winner can collect as much as $25,000 throughout the series. Camel promotion people will also be helping to publicize the nationals in every community they come to.

The local Sun-Telegram daily newspaper called the Barstow-Vegas race "horrifying." What is so horrible about 3,000 people enjoying the dusty desert for a day?

AMA put the minimum age for professional dirt track and road race competition back to 16 at their December 4 Professional Rules Committee meeting in Los Angeles.

There were six sets of twins among the 4,000 licensed AMA professional racers in 1974. Families with two brothers licensed are too numerous to count and there is at least one husband-wife combination among AMA pros (Gary and Peggy Fuller).

World's fastest Don Vesco will be a guest on TV's game show "What's My Line" pretty soon. Contact your local NBC affiliate station for the date in your area.

What ever happened to the Over-the-Hill Gang?

Testing Suzukis in Japan must be downright dangerous. Barry Sheene got off with bruised ribs and mild concussion when a broken breather pipe hosed his front wheel.

The British papers say the Benelli Six (remember it?) is finally in production, with 200 units expected to be ready for export by year's end.

The factory will enter three 1000cc Laverda triples in all the Coupe d'Endurance long distance road races next season. No final word on who's riding.

Barry Briggs' boy Tony, age 12, wants a crack at Junior Speedway Champ Lance King.

The reputation of trials as an old man's sport is rapidly ending – even in England, where 15-year-old Chris Sutton on a Montesa qualified for the premiere Southern Experts Trial there.

And here in California, the domination by under-20 riders is so complete, they're going to have to create an Old Man's class for us middle-aged Novices.

Ossa's 125cc Phantom motocrosser may be due for release soon. It was shown at a schoolboy racing show in England, recently.

Contrary to all the rumors – Rawhide Cycle Park is not in imminent danger of closing. Rest easy, Rawhide fans.

If you're worried that the government may soon outlaw two-strokes and burden four-stroke motorcycles with catalytic converters, join the AMA and hope their newly-expanded Legislative Department can do something. It looks like the manufacturers are ready to knuckle under without a fight.

We just got our advance office copies of the Cycle News Posterbook that will be wrapped around dealer copies of our big End-of-the-Year issue next week. It's fantastic! The double-size, four-color poster of Evel coming down is pinned up on our office wall to remind us that you don't have to succeed to be successful. Subscribers, there's a coupon in this issue to order your Posterbook at half-price (minus the newspaper). If you don't subscribe, cop a copy at your local dealer's. It's a big bang for a buck.

Don't forget, Cycle News editorial offices will be shut down for two weeks holiday after the next issue comes out. Circulation department will be open for business and dealer reorders.

Jim Hunter fell off and broke his shoulder while funning around at the recent Laugh-In Trials. Ve-e-ry funny.

Now that some benefits are beginning to show from California's ORV registration program (green stickies), it's tempting to say "I told you so." It's taken three years, but that's not very long for a government program to get into gear. Hollister Hills, the first state green sticky park, is slated to open this summer, probably under concessionaire management. And if you like the looks of Littlerock for the next green sticky place, write your view to the California State Parks & Recreation Department.

Don't miss Modern Cycle motomonthly. These last few issues are Rick Sieman at his best. Warning: it's not a family magazine.

Say, doesn't anything happen in Washington and Oregon during the winter? No indoor road races? No 24-hour mud marathons? No "Brass Monkey" trials? If you're not all hibernating up there, send us a typed, double-spaced report on what's happening and you may become rich and famous. Uh – settle for famous?

Feminine femmes who dig bikes (or would like to) are invited to get in touch with Trisha Yoder, founder of International Association of Women in Motorcycling (whew) at 2351 Loring St., San Diego, California 92109 or call (714) 278-5590 days, 273-8566 evenings. She's got a local chapter going, and says it's for any lady with an interest in bikes, skilled rider or no. And the guys are *not* excluded. Sounds like fun.

Send us your tale (illustrated or photo if possible) of the most creative use of duct tape you've come across. Winner will receive an autographed picture of The Lame Camel falling off. Settle for an autographed picture of MX cat falling off? How about getting your name in the paper?

Speaking of the Lame Camel, he's in semi-retirement after stepping off his swivel chair at high speed one frantic Monday. Convalescing nicely, thank you.

Maico company makes motorcycles and hearing aids. Guess that's what's called vertical integration.

To further its bad-ass image, the AFM heirarchy has decided *not* to raise license fees for 1975. That's if riders renew by mail or at chapter meetings. Otherwise, the sight of 40 to 50 re-enlistees in line on race day makes them so hostile, it will cost $5 extra to re-up at the races.

Though the AMA has announced that the California-based American Federation of Motorcyclists (AFM) is fully into the embryonic Amateur National road race series, the local reception has been lukewarm, with the Board of Directors' attitude, "Let's go ahead, get the race dates, and see if the AMA gets its act together." Rules for the series haven't been finalized to everyone's satisfaction.

A Jonda is a Mexican Honda.

As of Nov. 25, the Kern County (Calif.) Motorcycle Trade Association kicked it off under acting Chairman Tom McCullum of Cycles Unlimited. The newly-founded trade group will work with Kern County Board of Supervisors and other county officials to open up more riding land in the area.

Here's another administrative dingus we could do without. San Bernardino County Supervisor James L. Mayfield rammed through a $2200 appropriation at a recent county board meeting for monitoring air pollution at the Barstow-to-Vegas race. Reason? "So next year we'll be prepared to stop this large-scale degradation of the environment." Remember him come next election.

The AMA announced the single-digit National numbers for 1975: 1. Ken Roberts, Champion 1973, 1974. 2. Dick Mann, Champion 1963, 1971. 3. Gene Romero, Champion 1970. 4. Bart Markel, Champion 1962, 65, 66. 5. Roger Reiman, Champion 1964. 6. Mark Brelsford, Champion 1972. 7. Mert Lawwill, Champion 1969. 8. Vacant. 9. Gary Nixon, Champion 1967, 1968.

Number eight has been vacant since the rule limiting the single digits to present and former Grand National champions.

One former holder of that vacant eight was Shorty Seabourne, whom the AMA says "was a BSA dirt track specialist." What you mean "was," AMA? He still is. Rides a Gold Star at Ascot at least once a season, and he still stands just under five feet. Feisty dude.

Other FIM decisions of note: new weights for motocross bikes — 76 Kg (171 lb.) minimum for 125cc machines, and 92 Kg (202.4 lb.) for 500s. Apparently no change for 250s. Also (as if following AMA's lead) the FIM has created a Medical Committee.

We got a response to that Koni rebuild query in "Voices" (CN No. 48, Dec. 10). Othman Distributing Co., Box 712, Northridge, California has both rebuild kits and disassembly tools for Konis. Tools go for $5.95, two shock kit for $4.95. Anybody else?

We have two official finishes to the Barstow-to-Vegas. Referee George Elliott called, says Mitch Mayes and A.C. Bakken will be listed as tied for first. That is OFFICIAL! (We hope.)

Could it be that a major motorcycle manufacturer is planning to produce a solar-power cycle? Just think, you roll out a sheet of solar cells in your parking place (or throw it on the garage roof), plug in and charge up the batteries for free. Would that touch off another world-wide boom? Our suspects, when asked, just smiled inscrutibly.

M.O.R.E. is offering to incorporate motorcycle clubs as California non-profit corporations, all very legal, by means of a new computer program they have access to. All a club has to do is fill in the names and dates and the computer does the rest, except filing it with all the state bureaus, which Russ Sanford takes care of. Total cost to clubs: $37 for computer time, plus a $200 donation to M.O.R.E. Lawyers charge a minimum $750 for the same thing.

HI-POINT

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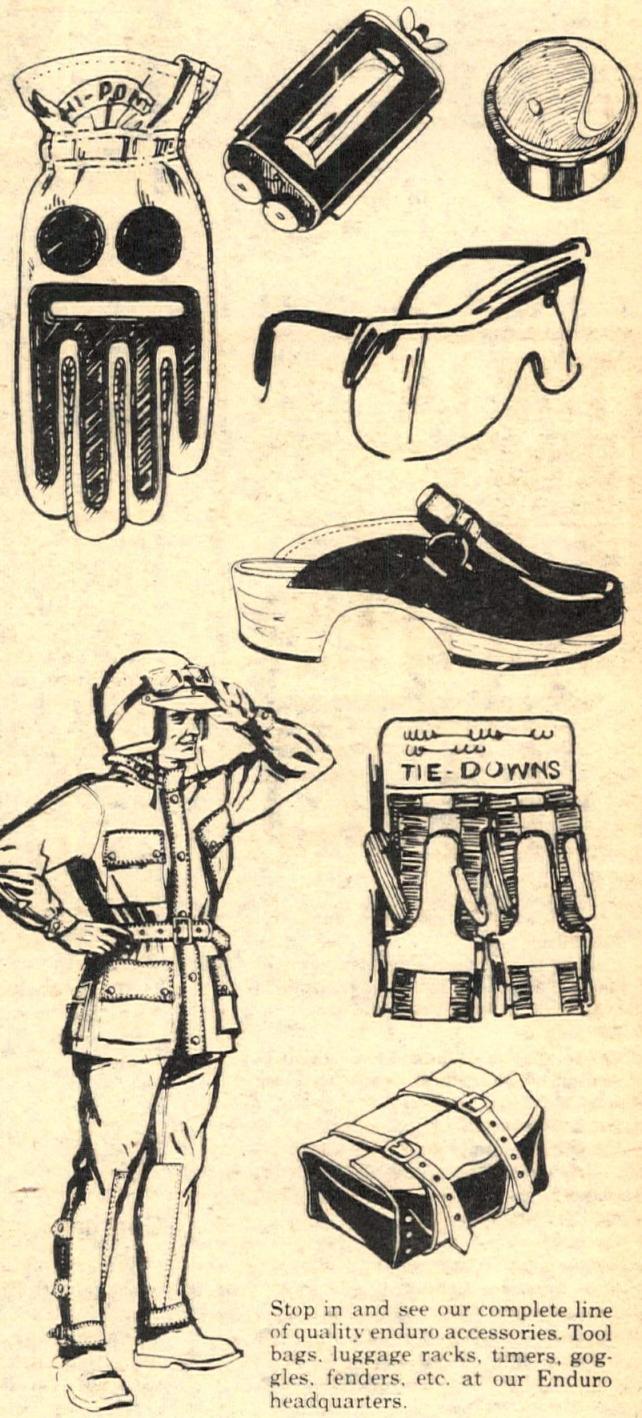

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FRONT PAGE: School spirit and adrenalin mix at the HSMX Finals in Southern California. Photos by Bob Jackson.

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VOICES OF THE WEST

No by-line

I would be interested in knowing what your staffer who wrote about the Ascot speedway races is used to watching that made him look at these races with such distaste. I thought his article was a complete put down of some of the finest racing I have seen all year.

It was the first time that most of the riders have ever ridden the half-mile on any kind of bike, much less on a speedway bike. Second, the riding done by speedway riders during the season on the regular SoCal tracks does not require shifting the gears as it did at Ascot, and third, the riders were going somewhere in the vicinity of 80 to 90 MPH which is about twice as fast as they ride on any of the other tracks. So all of this put together is bound to make for a show that may have a couple of hangups in it, being that it is a once-a-year venture.

As for Sammy Tanner's promotion, for a race that had to be postponed and rescheduled the following week, what more need be said than look at the size of the crowd that showed up? Not too shabby.

Wonder why the writer didn't have a "By" line in his article?

STEVE SCHLANSER
San Marino, Calif.

Because Chuck Clayton forgot to by-line it . . . Editor.

Our many, many thanks

We would like to express our heart-felt thanks to the riders at the Wendover race, November 17th.

To the Maico rider (name and address unknown) that stayed by Alan Hanson's side for three hours until help could arrive, we especially give thanks. Alan said the Maico rider saved his life by preventing him from going into shock.

Also we would like to thank Alan's riding partner, Mernie Irwin, who gave up his ride to give assistance.

Fred Rogers from Fallon was also hurt seriously in the race, and we would like to thank the many people who showed great concern while Alan and Fred were in the Elko, Nevada hospital. Fred is still in the intensive care unit at Elko.

ALAN HANSON (36K)
BILL AND FERN HANSON
Reno, Nevada

It's a bird, it's a plane, it's MUDMAN!

I would like to make a correction in the November 26, 1974 issue. On the front cover you say that it is Brad Lackey, but it is really Arne Kring of Sweden. I don't blame you for the mistake, any one could make it. It was so muddy. Keep up the good work!

MARK MAYO
Trenton, Missouri

How could you tell? . . . Editor.

This cat's not purring

In response to the letter from Larry J. Patterson concerning the Cactus Cats' Hare 'n' Hound . . . If Mr. Patterson was riding an unmarked course, perhaps he was off our course or on another club's course. Also, if he was riding open desert or another club's course, why should he hold the Cactus Cats responsible for the danger areas and road crossings not being marked?

At no point on our course did we use pink ribbon. The riders' instructions clearly stated to follow orange ribbon only. By following pink ribbon, Mr. Patterson has admitted to being off course. (Possibly seeking an unfair advantage?)

Racers of such quality should ride faster and snivel less.

MIKE BROOKS
President, Cactus Cats MC
Corona, Calif.

About par for a homecoming . . .

I took exception to the U.S. National Championship coverage of Cycle News reporting that all 10,245 fans were "screaming, drinking" fans. This sells about 10,200 fans short.

It reads as though written by someone who has just seen his first and only race, an instant expert. This fact is belied by the credentials of the writer.

This is unprofessional reporting, in very bad taste, and certainly does nothing for the sport.

I just finished reading the United State Championship article in Cycle News East, this is good reporting. Why then, does the so called expert from Cycle News West have to resort to such sensational journalism, when the people from the east who barely know what Speedway is, do a finer job of reporting?

We do however, certainly appreciate all the normal good coverage received from your paper.

HARRY OXLEY
International Speedway

Lane Campbell, who wrote the bulletin for "East," would have said something about the crowd's conduct, but didn't have room to say it. In all fairness, it was about par for a football homecoming . . . Editor.

Shucks, fellas, it was nothin' . . .

On behalf of the Desert Communities United Way I would like to convey to you our heartfelt thanks and appreciation for your help in making the Motocross Race at 395 Cycle Park such an outstanding success.

We netted $391 for the DCUW, and you can certainly be proud of the fact that you were, in a very big way, responsible for the achievement.

Thank you again for all of your help.

H. BRUCE SHAWE, JR.
Chairman
Victorville, Calif.

Stalag Number 17

What happened to the friendly atmosphere of the '74 Carnegie Trans-AMA? It looked more like an armed camp what with armed guards (which incidentally had no knowledge of M.X. and a very bad attitude) along with sentry dogs and night sticks. Was all of this really necessary to protect the pits? I, for one, dislike walking up to the pit fence to look at a bike or my favorite M.X. rider and being confronted by a six foot four inch goon with a 45 and a snarling dog. What happened?

ROBERT BROOKINS
Santa Rose, Calif.

P.S. Ten porta cans for 10,000 people is ridiculous.

They were a bit fearsome – wish they could have done something about the pit squids racing up and down the hill. Contrast that with Saddleback's tiny teeny-boppers with "Saddleback Security" T-shirts and the mass confusion they had in the starting area – you wish somebody would strike a happy medium in crowd control . . . Editor.

All the Mustangs in the world . . .

To the guy asking about "Mustangs" here's the info:

Roy Stone
Mustang Motor Sales 3432 Memorial Drive
Waco, Texas 76711
(817) PL 4-0670

Stone bought the entire stock from Mustang, or so it seems. He has more B.S. stacked around his place . . . He must have what any ol' Mustanger would need.

A. H. TELLIER
Tempe, Ariz.

Posted! Keep out!

This is to all people who ride in the Clear Creek Recreation area: Most of you people who ride here know of a small amount of land that is set aside as a natural area. If you don't, this land is posted with signs reading: *Natural area, motor vehicles restricted to road use only.* Despite these signs and over *five* times the land surrounding it to ride on, some people are still riding in this small posted area. Please, for the benefit of *all* who ride here, *stop it!* Clear Creek is a super place to ride and we all ride and we all know this. So, here's something to think about; where would we all ride if "they" *closed* Clear Creek because some of you rode in this area?

PATRICK CASELLI
MARK THOMAS
San Jose, Calif.

Streaker gets ripped off

While I was streaking and my pants were laying in the bushes, my wallet ran away. Anyone knowing of, or where to find my wallet please contact me. I need my AMA card to race B to V.

LIL DINGUS
Adelanto, Calif.

P.S. Rip-offs should have more class then to rip-off a Dingus! I'll never understand city people.

AMC ripoff? Not exactly

On November 24 we went to Saddleback to race AMC for the first time. Contrary to their ad in Cycle News saying their race was $5 plus $2 for non-members, they proceeded to rip us off for $10.

When I protested, I was told to go ride Escape Country if I didn't like it.

RON COVE
Chino, Calif.

You walked in on the second of their special two-race series which was advertised with a special display ad next to the calendar as $8 plus $2. Our calendar listing in the body of the calendar was wrong; that's what they usually charge for their regular events . . . Editor.

Santa rides a desert sled

By Ron Schneiders

CALIFORNIA CITY, CAL., DEC. 8

The SRA Christmas Enduro, if you want to call it that, was held this weekend about 10 miles north of California City in the foothills

of the Rand mountains. But calling an SRA event an enduro is a little bit like referring to a super cafe racer as "basic transportation." It's both more and less than the truth.

No promoter really deserves a day like this past Sunday. It was so gorgeous, such a fun-to-be-alive day, that if the whole course had been run over broken glass and week-old pizza, people still would have been smiling at the end. Recent rains did for the desert something for which we cyclists don't have a word. In skiing, snow that's so absolutely perfect that you can't do anything wrong is called "ego snow." Sunday we had "ego sand," just wet enough for perfect traction and no dust, but not so wet that it felt your motor was running with the choke on. Add to this temperatures that were barely nippy enough for a jacket and bright blue skies and all you could do is feel sorry for the people who weren't out riding.

The SRA must have figured it was going to be colder than it was because they had a coffee and a hot chocolate stop only five miles out on the first loop. Coffee was served by the world's first mezzo-soprano. Santa Claus, courtesy of the distaff side of the American Legion. Both Santa with coffee wagon and a secret check were hidden in a little cut that you wouldn't think could hide a good sized turtle. You came over this little rise and there you were, with Santa Claus, 50 other guys drinking coffee, and wondering why everyone was 17 minutes late, approximately.

It turned out that the girl running the check started flipping the cards at key time for the start (8 a.m.), rather than key time for the check (8:17). It didn't hurt anything because the scores can be adjusted by simply subtracting the 17 minutes but it was confusing. One fellow came into the check, saw the card, turned around and split before he could be scored. In technical terms, this is called "cheating." Out of sight of the check he tried to figure out what happened. By the time he gave up and went in to be checked he was really late. You could hardly say that cheaters never win but it's nice to know that sometimes they don't.

The first loop, which was laid out primarily for the women and kids, resembles a first-year interne's drawing of the large intestine. Each half-mile you double back almost 180 degrees. It's rumored that in the event of bad weather Ron Vincellette figures he can cover the whole first loop with a tarp. Using his technique you could lay out the 500 mile Greenhorn Enduro on a golf course.

Actually though, it's a good technique, because the riders are never far from the pits and it's easy to hide checks. You look for checks ahead of you, and some guys get very adept at spotting checks miles ahead. But what can you do if the check is off to the side? That's pretty hard to spot.

The first loop was 22 miles long and after an appropriate lunch break, at about 9:30 (!) the more experienced riders took off on the second loop. This loop was about 32 miles long and quite a bit more challenging, although there was still nothing on it that would require pushing or other such evil stuff. It did however, require one to be very careful in spots. There was a mining road coming down from Government Peak, for instance, where a slight slip could turn you into a sky diver.

Mostly though, the course was just super trail, with few rocks and not too many whoop-dee-doos, thanks in part to the rain. There were some nice narrow canyons, with a few rocky steps in them (but ridable at 20 mph) and even some windy ridges like we used to ride five years ago. In fact the whole loop reminded me of earlier riding days, in that it was good, fun riding with places where you had to be skillful and careful, but none of the mile-after-mile, beat-yourself-to-death stuff. Of course, whether fun riding like that really constitutes an enduro depends on your definition of enduro.

Enduro or not, apparently an awful lot of people like it because there were over 500 entries who paid between seven and ten bucks apiece to ride, as compared with the last District 37 enduro which drew less than half that number. But among the entries I noticed none of the desert hot shoes. It's a whole different group. Part of the allure is the heavy trophy give away. Twenty percent of the starters get trophies, and there is about every class you can think of.

One class really excites me a bit. It is a class for 10-man teams. If this catches on, as it looks like it might, it could give the clubs a real shot-in-the-arm which they badly need. The three-man teams are often just a sponsored trio of hot shots who are unbeatable except by another such group. But for a 10-man team you need a club with a pool of riders. At this event there were four such teams, the Desert Streakers, San Fernando Valley M.C., Hughes El Segundo M.C. and the General Dynamics Turtles. The Streakers, previous winners of the award, are heavy favorites.

Santa drives a coffee truck to warm up for the Big Ride.

SRA events do not end at the finish line. This one being the Christmas Enduro, the SRA told all the riders to bring a toy out for donation to the Toys-for-Tots program. The Marine Corps with something of a tradition of over-reacting, sent a troop carrier with about half a battalion of Marines out to pick up the toys. There were a lot of toys but not *that* many. I'm only kidding. I can't think of a better use for military types.

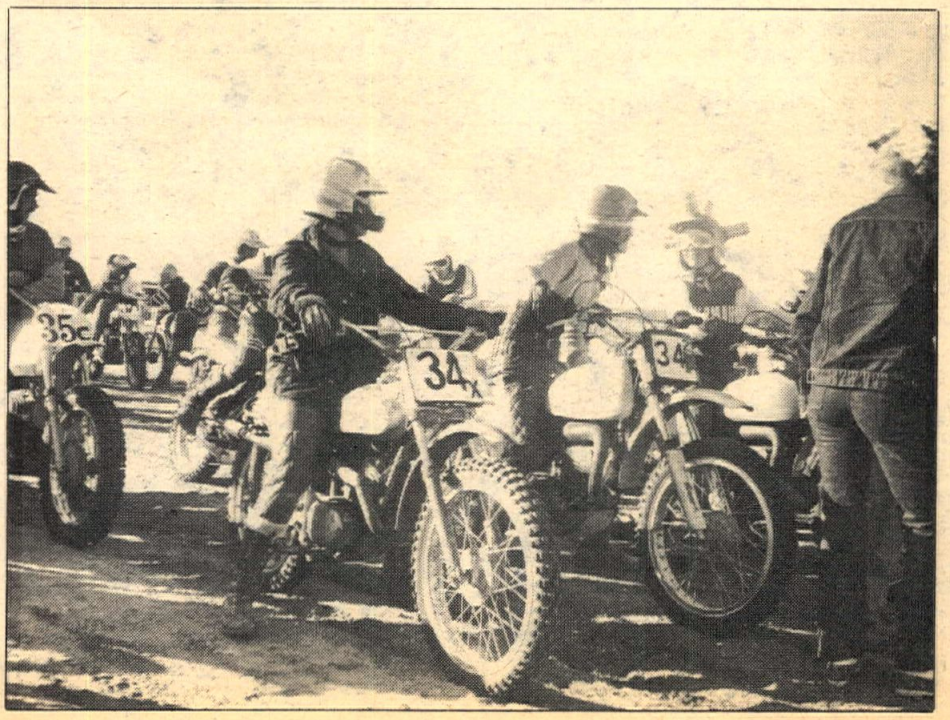
While the Marines were collecting toys for poor kids, Santa Claus was giving away toys to some of the kids who were too young to ride. For bigger kids (like me), Santa had brandy and egg nog. Really. They went through cases of brandy and a vat of egg nog. Some guys went through the line three times, so by time to go home, Rudolph's nose wasn't the only one glowing with Christmas cheer.

Results in about a week.

The course gets MX-y in spots. Good place to keep your cool and enjoy.

PHOTOS BY RON SCHNEIDERS

All kinds come to a funduro, including this guy with five beercans growing out of his head. We forgot to ask how he gets his helmet on and off . . .



Yamaha California State High School

Jim Welch, 358, takes a bead on Ron Shimaji in 250 Beginner action.

Steve Newbourg, 172, gets an inside angle on Rory McRae in 100 Beginner action.

By Bob Jackson

IRVINE. CAL., NOV. 30

The Yamaha High School MX State Championships crowned 16 California State Champions here this afternoon on a specially

constructed one-mile course at Saddleback Park.

The entry list of 325 riders represented the survivors of qualifying events run by the Scholastic Association of Motorsport at tracks such as Orange County Raceway, Corona, Carlsbad, and Ascot Park. In addition there was a group of about 50 entries from Northern California filling out the list. These qualifiers made it out of around 15,000 riders who competed in the fall programs.

Each class rode two five-lap motos, but because of the size of the entry list the 125 Beginners, 125 Juniors, 250 Beginners, and 250 Juniors used the first two motos to qualify the top 20 riders to a third moto that would decide the State Champ.

Practice was the usual shambles, resulting in a rash of pile-ups and a couple of injuries. Then they got their act together and the 35-race program went along without a single hitch or serious injury.

The racing was great, and the crowd, which appeared to surpass that of the Trans-AMA event on Sunday, enjoyed some sparkling performances. Scott Still blitzed the Open Juniors, as Bill Runyon did the Open Beginners by winning both motos. Runyon was one of the Northern contingent from Carmichael, California.

Tommy Croft of Kearney High in the San Diego area was a stick-out performer all day with two seconds in the 125 Senior for a solid second behind another sparkler, David Williams of Rubidoux High. Tommy also copped the first 250 Senior race but his bike got the wheezes in the second moto.

The top race of the day was the 125 Junior final for the State crown. Tony Wanket from Encinitas High was locked in a spirited battle with Jed Mendez of Laguna Beach all through the race. Twice in the final lap Mendez appeared to have an inside line, but Wanket managed to hold him off by shutting the door on the final turn to take the win.

But the biggest winner of the day was probably Steve McFarland, who as winner of the 250 Expert race, was presented a new 250 Suzuki MX by one of the main prize sponsors of the event, Buco. Yamaha showed great sportsmanship by letting Buco give a Suzuki away at a Yamaha sponsored event.

In addition to trophies, the winning riders received Buco helmets, Norstar boots and JP-1 lubricants.

So now it's on to the spring events for the Scholastic Association, led by Vic Wilson and Jim Manning. And the major order of business will be qualifying 440 riders for the Superbowl of Motocross at the Los Angeles Coliseum.

Results

MINI BEG: 1. Ray Currie (Hon). 2. Mike Cramm (Hon). 3. Jeff Throop (Hon).

MINI JR: 1. Paul Ballow (Hon). 2. Todd Miller (Hon). 3. Andy Blodyk (Hon).

MINI EX: 1. Doug Nicol (Hon). 2. Ron Utaski (Hon). 3. Ken Morgan (Hon).

100 BEG: 1. Steve Milgren, Torrance High (Hon). 2. Mike Chase, Huntington Beach High (Suz). 3. Mat McEvily, Westlake High (Suz).

100 JR: 1. Russ Eide (BM). 2. Greg Toyama, Gardena High (Hon). 3. Huff Hadley, San Clemente High (Hon).

100 EX: 1. Scott Clifton, La Palma High (DG).

125 BEG: 1. David Bender, Santa Ana H.S. (Hon). 2. Steve Moore, San Diego H.S. (Hon). 3. Pat Deligatta, Anaheim H.D. (Hon).

125 JR: 1. Tony Wanket, Encinitas H.S. (Hon). 2. Jed Mendez, Laguna Beach H.S. (Kaw). 3. Mike Cooper, Santiago H.S. (Hon).

250 BEG: 1. Ron Weems, Redwood City H.S. (Bul). 2. Shannon Bargsten, Anaheim H.S. (Mai). 3. David Woodall, San Fernando H.S. (Bul).

250 JR: 1. Scott Gillman (Yam). 2. Mike Danelley, Katella H.S. (Mai). 3. Corey Bogane, Santa Maria H.S. (CZ).

OPEN BEG: 1. Bill Runyon, Carmichael H.S. (Hus). 2. Steve Costello (Suz). 3. Dan McNeil.

OPEN JR: 1. Scott Still (CZ). 2. Mark Popel. 3. Chris Mattos, Saddleback H.S. (Bul).

125 EX: 1. Warren Reid, Bolsa Grande H.S. (Hon). 2. Jeff Bunn, Sand Pedro H.S. (Hon). 3. Broc Glover, Valencia H.S. (Hon).

125 SR: 1. David Williams, Rubidoux H.S. (Hon). 2. Tommy Croft, Kearney H.S. (Fra). 3. Bill Glore, La Mirada H.S. (Hon).

250 SR: 1. Dave Carlson, Katella H.S. (Mai). 2. Garry Faulks (Mai). 3. Jeff Jennings (Hon).

250 EX: 1. Steve McFarland, Harbor City H.S. 2. Rick Asch, Canyon H.S. 3. Pete Smith, Saddleback H.S.

OPEN EX: 1. Scott Montgomery. 2. Dave Zahrt. 3. Paul Needles.

These 250 Juniors display contrasting styles on the art of jumping.

MX Championships

...ris Mattos leads the Open Beginners and Juniors down ...e "Mini-Banzai Hill" on the Saddleback course.

...ose-fought action was the order of the day as Garry Faulks takes ... inside line on Jeff Jennings in the 250 Senior race.

SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS ● PETROCHEM GIFT SUGGESTIONS

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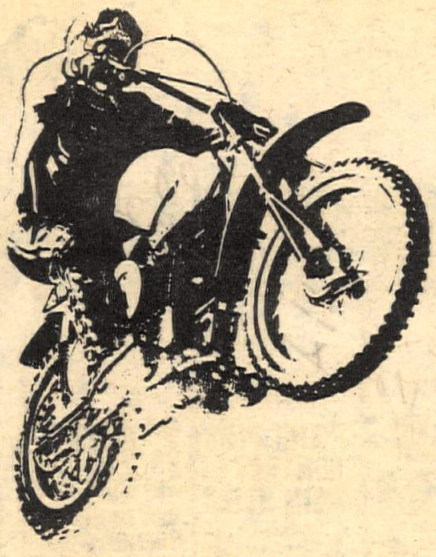

We're doin' it all for Husky riders.

News travels fast. In this case, it's good news for you and especially for Husqvarna riders. The Compleate Motorcyclist has been granted the Husqvarna dealership . . . and boy are we excited! Hell, the big gorilla delivering the bikes didn't even have the time to uncrate the new Huskys . . . the word was already out.

So far, we've been flooded with requests for specialized parts and accessories for Huskys from all over South Orange County and North San Diego County.

But that's only part of the story. Not only can we provide the parts you need for your desert and motocross bikes but there's a complete service department with specialists to tune your Husky for racing.

And speaking of racing, we're planning a desert racing program to be announced early next year.

Naturally, we'll be carrying the full line of '75 Huskys from the 175 to the "king of the desert," the 400 WR.

So, if you're half as excited about the new announcement as we are, drop by our Laguna Canyon showroom and take a look.

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"Well, kiss my Jofa, darlin'," Robbie King says to Liz Broussard.

Over the handlebars lightly

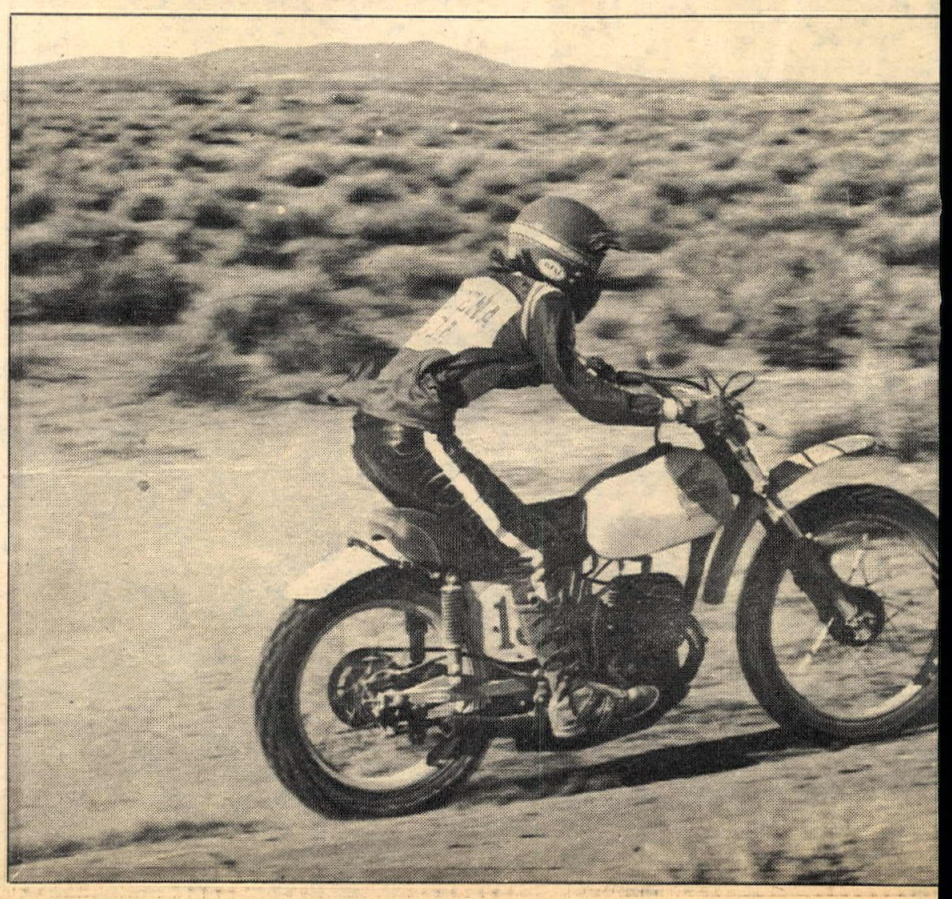
By Dale Brown

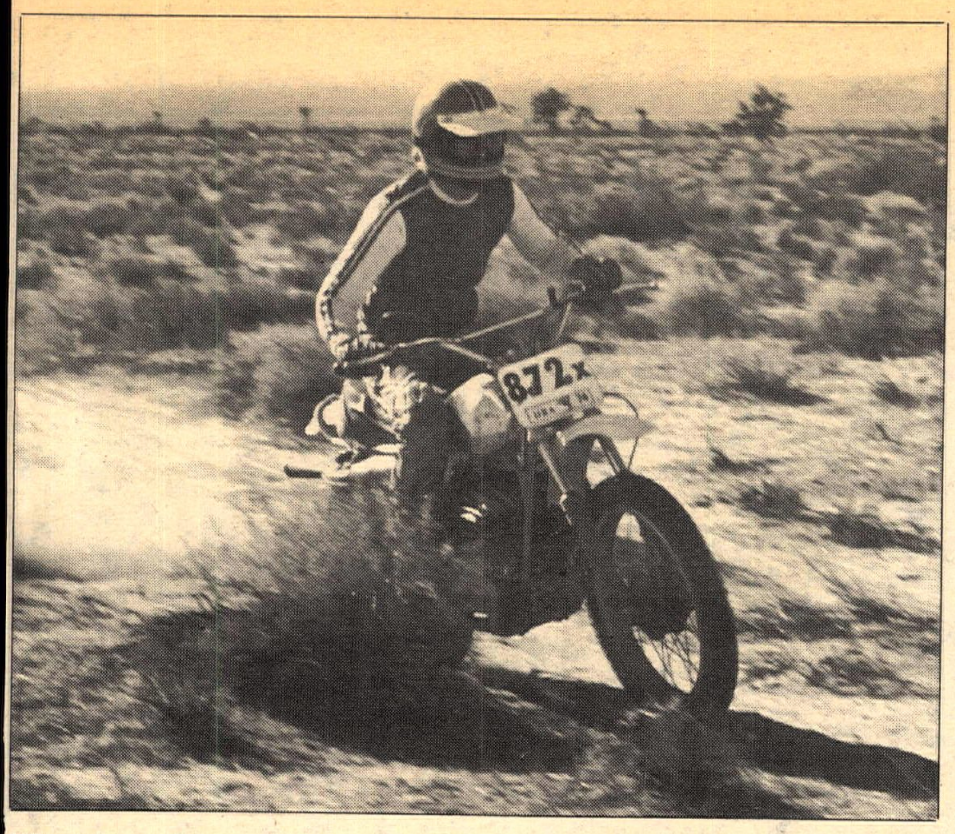
ADELANTO, CAL., DEC. 8

It just didn't look like Mike Johnston's day. He broke a shock practicing his bomb run, limped back to the pits, put a set of Curnutts in the forward position and just barely made it to the start line in time. He then proceeded to take first overall.

Mark Adent (250 Pen) was first to the bomb, followed by Bill Conroy (400 Hus), Johnston (250 Pen), Rick Shirey (360 Yam) and Dennis McEvoy (400 Hus). Conroy moved past Adent, the two of them blasting along a sandwash almost side-by-side, when Adent crashed. Conroy went a short distance further before he too was inspecting the real estate close-up. Both dropped out, with Conroy suffering from a broken

Like Johnston, David Taylor survived a crash to win the 0-200 class cash.





Mike Johnston kept on it long enough to win his first DRA overall.

fork tube. Johnston inherited a minute and a half lead over McEvoy and Shirey. Johnston lost most of that lead when he too set sail over the bars, breaking his front fender, but maintaining a two-second lead over McEvoy.

The 0-200 class leaders were suffering the same kind of crazy fortune as the front-runners. Phil Stumbo (Yam) got a great start and was roaring along in fine shape until clutch problems cost him a bunch of time. Dennis Greene inherited the lead until something bent the chain guide, which then proceeded to guide the chain off the sprocket. David Taylor (Hon) was leading until the front end got a little bit too squirrely and off he went. Jim Roberts (Pen) went into the lead at that point, with Taylor menacing a few positions back.

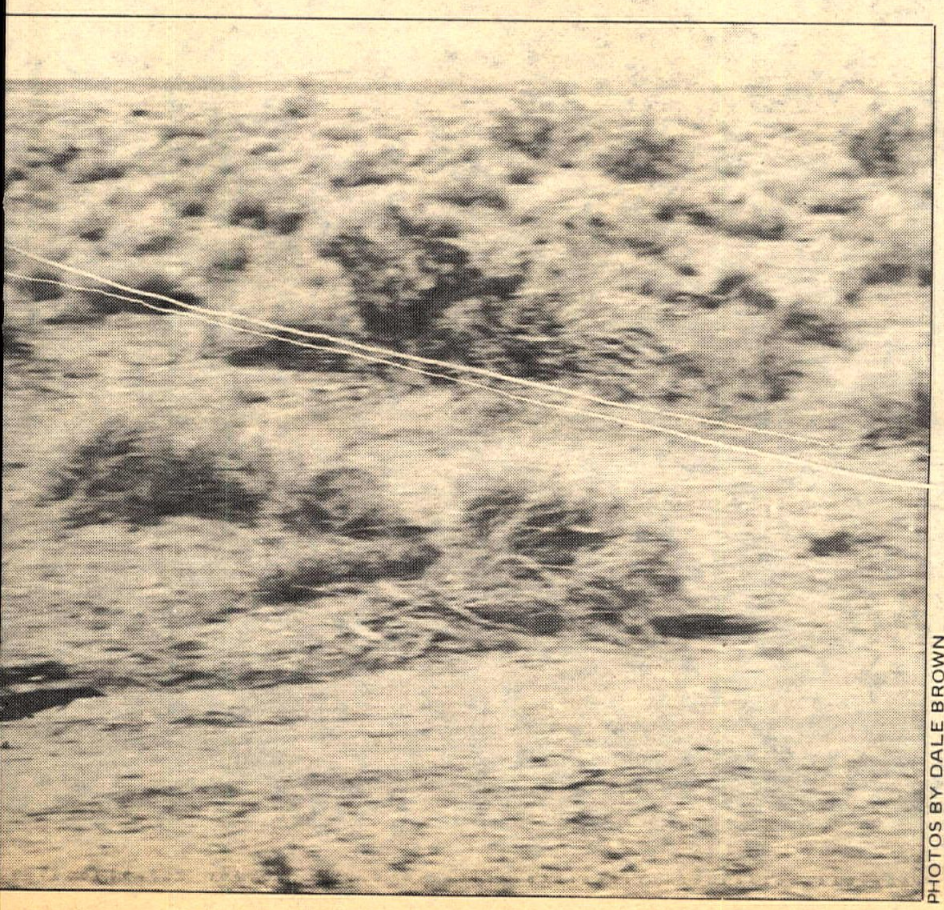
After what seemed like an eternity, the leaders came through the pits. McEvoy, now carrying the Reseda Cycle Accessories banner, took over the lead when Johnston pitted. Shirey was through next, followed by Steve Staats (360 Bul) who had recovered from a horrid start. Don Rotundo (400 Hus) went whizzing by, followed by William Church (250 Yam) and Gus Paull (400 Hus), current point leaders in their respective divisions.

It didn't take long for Johnston to reel in McEvoy, passing him and then stretching out a lead of about one minute, picking up $100 for his first DRA Overall win. The pass didn't really cost McEvoy anything except a little pride, second place garnered him $50 and $50 for first Amateur. Shirey picked up $25 for third on his first DRA race. Taylor got past Roberts to pick up the $25 for first small bike. Walt Connor (360 Yam) who won overall against the Beginners a month ago, did the same thing to the Novices, picking up $25. Eric Spaeth (125 Hon) and Randall Smith (250 Yam) picked up Novice class wins.

Tony Bono (360 Yam) put it to the rest of the Beginners, followed by Jeff Maughan (400 Hus) and the Bench Racer's own Art Weekly (175 C-Z).

Erosion from last week's rain meant that the 32-mile course was pretty choppy, although if you were careful with the throttle and in good shape (with your suspension set up properly), it was a lot of fun.

Results in Results Section.



PHOTOS BY DALE BROWN

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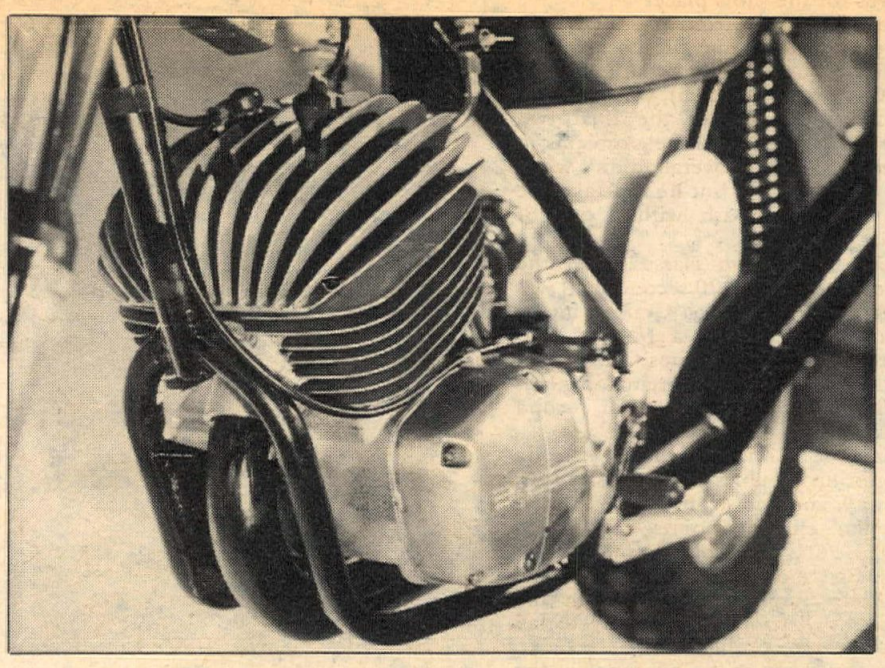


The "Fluid CZ" & other bags of tricks

In an effort to give the privateer a shot at a "works" calibre suspension, South Bay Motorcycles, Redondo Beach, California, has developed this nearly universal hydro-pneumatic rear suspension system, (at left). Said to be adaptable to anything from a street bike to a trialster, the unit's travel is 50% of the extended strut length, and it may be mounted stock or moved-up. The remote air accumulator/valving unit (shown atop fender) can be mounted anywhere on the bike, and is adjustable for both effective "spring rate" and damping rate. It can be tailored to suit any bike in the 150 to 500 pound range.

Above is a 1972 black-frame CZ updated to factory GP specs in at least two respects. Using jigs developed at the factory, South Bay can re-shape the front downtube and relocate the exhaust port to the center-port configuration typical of the late works machinery. The trick works for the red-frame CZ, too – different jigset, same basic idea. The sunburst head is a South Bay goodie, too.

A larger view of that same 1972 CZ (below), showing South Bay's own expansion chamber and swingarm mods. They call their shock location conservative, designed to add rear travel while minimizing heat build-up and wear problems associated with more radical set-ups. The pipe is one of many – they'll build anything for any bike, given the rider's requirements and porting specs.

SUPPLIER:
South Bay Motorcycles, 2001 Artesia Blvd., Redondo Beach, Calif. 90278. (213) 379-1083, 379-3344 or 772-1647.

Hydro-pneumatic (air/oil) rear suspension	Price TBA
Expansion Chamber (mail order)	$65
Swingarm modification	$30
GP Frame modification for center-port cylinder	$95
Center exhaust port cylinder modification	$160 plus old cyl.

CMC at Carlsbad

"What is this Flanks? Who is this Cloft?"

By John Bethea

CARLSBAD, CAL., DEC. 8
When Tommy Croft's bike broke down late in the first 125 Pro moto after leading most of the event, the Yamaha mechanics who were at the track aiding Yoshifumi Sugio scurried over to the Croft pits and began inspecting the fast Franks machine.

They were amazed that a local unheard-of on the Trans-AMA circuit was blowing them off by a complete length of the downhill on the Carlsbad Raceway GP course.

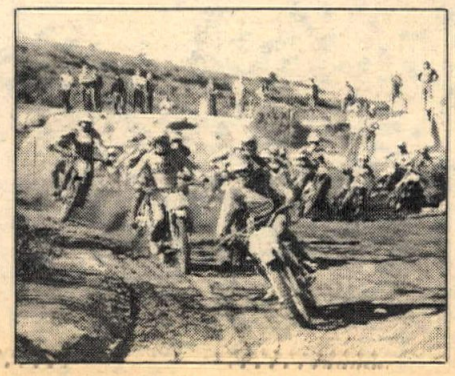
"They must have taken a hundred photos," beamed Kelvin Franks, Tommy's sponsor. "I don't think they've ever seen a monoshock that wasn't theirs!"

Little did the Japanese know that this was the same Croft who the week before the Trans-AMA finale at Saddleback passed Gerrit Wolsink at Saddleback in a Saturday "practice race." And, yes, Croft was on this same 125cc Honda powered machine while Wolsink was on a 500cc.

But with all that power something had to give, and the long-haired San Diego rider dropped out of the moto. In the second round Croft again jumped to the lead and astonished the Japanese Yamaha crews again. However, this time out his lead was secure only for four tours of the dusty Carlsbad track and then Croft pulled out.

In each moto, Sugio, on a factory Yamaha, then spurted into the lead and ended the race with a win, thus giving him the overall. Bruce McDougal grabbed two seconds for second OA

Croft (17) hangs in on 125 Ex. start.



while Mike Bell (Hon) turned over a pair of thirds for the show place.

The riders down from Washugal Park in Oregon made some presence felt in the 250cc Pros but it ended up not their way. Gaylon Mosier (Mai), who won the first moto at each of the final two Trans-AMAs, only to have problems in the second and lose overall, didn't win a single round today but he did take the $200 first place cash with a pair of seconds.

Croft, riding two classes, won the first round by about 20 seconds and was closing quickly on Rich Grafton in the second when he hit a pothole and crashed. From 27th position, Croft reworked his way all the remaining laps and finished with a fourth for second overall.

Meantime Grafton, whose Yamaha had ignition troubles in the first event, ran away and hid from Mosier and it gave him enough points for fourth overall, behind Ray Topham (Mai).

The first moto saw both Chuck Sun and Rick Burgett of Oregon in the contingent of front runners only to fall out with engine problems.

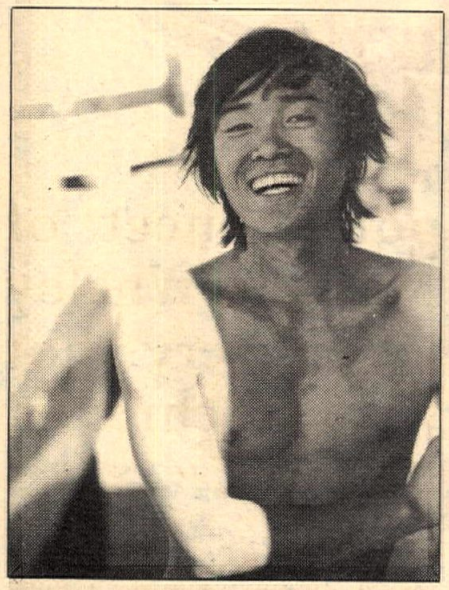
Sun, however, made up for it in the 500cc Pros and almost bagged the overall win – almost. You see, Doug Sherman (Mai) was here in prime condition and spirit. He scooted away both motos with Sun twice tagging along close behind for second overall. Matt James of Washington (Mai) broke up that combo in the final event with a second which gave him third overall over Southern California regulars Bob Zingg and Gene Martin, both on Maicos.

Another fine first outing at Carlsbad came from Randy Limbeck of Oregon on a "POW" in the 125cc Pros. His sixth and fourth was good for fifth place cash behind Rick Sheren (Hon), one point better.

An Indian Summer day, made beautiful by warm Santa Ana winds, raised the temperatures to the high 70s and cleared the skies of all clouds. But it had a bad effect on the track condition as it quickly dried out under the baking sun and turned it into a dust bowl midway through the final round of motos. That was the only bummer of the day.

Chuck Sun, the Number One rider in CMC from Oregon, was more than happy about his second place prize money from the 500cc Pros. You see, he only had $30 left to get back home to Sherwood, Oregon, and he was racing in a do-or-die situation.

Results in Results Section.



Sugio had a good day.

"Look out – we've got a speedway rider in our midst."

PHOTOS BY JOHN BETHEA

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Friendly competitors Bernie Schreiber (left) and Marland Whaley (right) riding for Bultaco and Montesa, respectively, have dominated the 1974 ATA season, finishing one-two in the Expert standings. Right now, they're psyching each other out in that second trap.

Moment of truth in trap two: Martin Belair (left) chose the left approach with muscle over the rocks; Marland Whaley (right) took the double-lift route to the right over the roots. Both made it work.

Whaley takes ATA Trials; Keith Pagel dazzles

By Dick Vasquez

BARONA INDIAN RESERVATION, CAL., NOV. 24

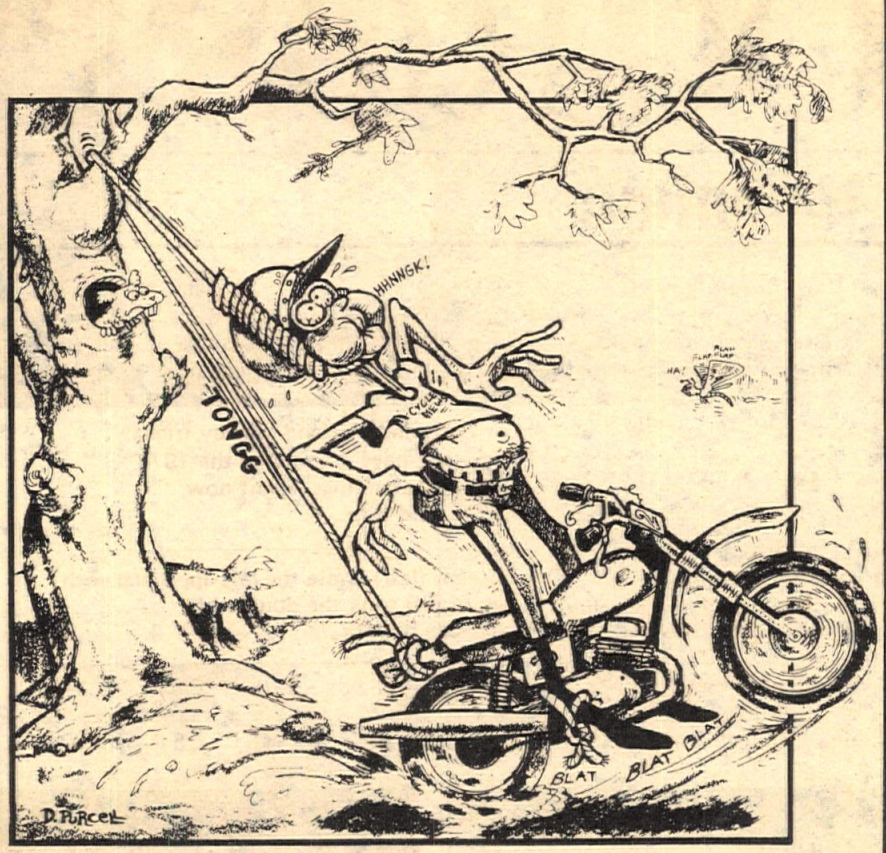
The final ATA points meet of 1974 was won by Marland Whaley (Mon) who is on a very hot winning streak. Bernie Schreiber (Bul) was second and Martin Belair (Mon) third. Mike Griffitts (Mon) cleaned the entire fourth loop and in the process passed George Smith (Hon) for fourth place.

The host club, Bogwheelers of San Diego, laid out some exceptional sections like section two which consisted of a downhill entry, down a large rock and then on to "The-Moment-of-Truth." At this point the riders were faced with two options – both bad! They could go up a staircase on the right and then up another staircase on the left which was bounded on one side with large trees and a large boulder on the other side. Martin Belair was one of the more successful riders using this line which required a lot of throttle and muscle power. The second line was via a "lift-up" on the left, followed by another "lift-up" over a large boulder on the right. Whaley, Griffitts and Lersch were quite effective using this line. This was a most picturesque section – large oak trees, autumn colored leaves, filtered sunlight, beautiful weather, etc., etc. Consequently, this became quite a gathering place with many riders leisurely exchanging pointers (psyching each other out) prior to riding the section.

The Amateur Division was won by Dan Sivadge (Bul) who was really "On" and easily outdistanced the rest of the field. Ron Doster (Bul) finished second followed by Matt Pritchard on a Kawasaki. Rich Hansen (Mon) edged out Lynn Barnes (Suz) and Paul Williams (Bul) for fourth place.

Mike Felter (Mon) finished strong and narrowly won the Novice Division by one point over 12-year-old Keith Pagel (Mon) in the big Novice field. It boggles the mind to see such a young

FFC: It's a tie!



"Okay, (gasp!) I'll marry your daughter!"

Tom Scott
of Dr. Scotty's Bike Clinic
"Major surgery for the discriminating rider,"
Milwaukie, Oregon.

"Well, I got boots like Jaak van Velthoven, leathers like Jaak van Velthoven, head-gear like Jaak van Velthoven, a Yamaha like Jaak van Velthoven, and now I'm gonna be as TALL as Jaak van Velthoven!!!"

Frank Real
Fountain Valley, California.

Entries from over 55 dirt klodz clogged our contest coffers containing cute captions for our half-hung hero to croak. Every entrant wins second prize, the free 35¢ tour of the Cycle News establishment if you bring lunch because you all came up with funnier finishes than Papa Wealy's "Good-bye cruel world." The overall winners (it's a tie, folks!) are, First Place: Tom Scott and Frank Real, two real funny guys and great sports. Winners, your prizes are delivered, on their way or await you, as the case may be.

Runners-up

"I'd enjoy testing a lot more if we could afford a dyno!"
John F. Schafer, Independence, Missouri.

"I'd like to see Evel top this!"
Leonard Bobbio, Escondido, California.

"Damn Sachs gearbox, NOW it works!"
Ivan Marruffo, Santa Ana, California.

"Boy, they sure are rough on pit racers!"
Wilma Matlock, Whittier, California.

"Looks like the Checkers finally got even with Ron Schneiders!"
Dan Knous, Cannon AFB, New Mexico.

"Season's greetings from the Sierra Club"
Anonomyous.

"My girl says she likes 'em well hung!"
Bob Ridgway, Ventura, California.

rider with so much skill and control. Congratulations on a great ride, Keith!

The stage is now set for the big December 15 ATA finale — "El Trial de Espana V" which will be held at Rawhide Park, Elsinore this year. This meet is rapidly becoming "The Trials Event" of the West Coast, so most of the top Expert riders are expected including Lane Leavitt (1974 National Trials Champion). A new Sherpa T donated by Bultaco, will be raffled away with the proceeds to be used to help send the top ATA Trials riders to compete in an international trials meet in Spain in 1975.

U.S. riders are maturing, getting more experience and finishing higher each year, so it's just a matter of time before U.S. trials enthusiasts have a Jim Pomeroy or a Brad Lackey counterpart to cheer for in international trials events.

Results in Results Section.

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Gary Bailey's

How to win MOTOCROSS*

Part ten: Racing technique

Up to here, we have covered a lot of stuff. Now the chips are down. This is it, you say. I'm gonna get 'em today. Please don't say that yet.

There is one thing I keep saying that some people keep not hearing: "You can't learn and race at the same time!"

So what happens when the race begins? Some riders do a big wheelie at the start, then drop in behind the pack. The rest of the race they are out there following people around, using the same groove that everybody else is using. They are trying as hard as they can to win – they think. They lose.

What's wrong? Didn't the training do those riders any good? The answer is no. It didn't do them any good because they didn't use it. They went out there, got excited about winning, and forgot to do any of the things that help you win. The training and methods in this book will not help you if you don't use them. *Nothing* can help you change or improve if you won't change or improve.

Here's another thing I say. The first two or three times you race using my methods, you may actually go slower than before. That's hard to take for some riders. They think I waved a magic wand over tham and now they are automatically ace racer number one. Sorry 'bout that. You are not doing it my way when you are doing it some other way.

So you are out there on the track doing it all right. And the guy who always beats you is out there doing it wrong. And he is still beating you today. Shakes your confidence, doesn't it? Think about this: You have *just started* doing it right. You have to learn to do it right just as you learned to do it wrong. You have built in a bunch of habits and attitudes that you may now be trying to change or improve. When you have taken the time and put in the work to learn to do it right, you will race faster than you ever did before. That's a fact!

When I have given a school and stay over for the next races at that track, I watch the students when I can. Sometimes a rider comes up to me afterwards and says, "Hey, Gary, I won my class!" Naturally I am pleased.

Want to know what pleases me much more than that? It's the rider who says, "Hey, Gary, I got a better start today. I used that inside line on the downhill turn and passed a couple of riders nearly every time. I beat my buddy by outbraking him at the end of the long straight."

He didn't win. He got a third or a fourth – or even a tenth. I don't care and he doesn't care right now because he knows he is *learning* to race. I think he's gonna win and it won't be very long.

So let's say you are at the track for the first time after you got some new ideas about how to race. Your main object should be to go out there and apply those new ideas and methods. Winning comes later.

Walking the track

When you get to the track, the first thing you should do is walk around it slowly and carefully. Study the track before you ride on it, even if you rode on it last week. Some things may be different or you may see something you never noticed before. I'll tell you some things to look for and watch for in a minute.

It takes 15 minutes or so to walk around a track. Some riders think they don't have time to do that so they decide to ride around it slowly. That isn't the same thing even if you do go slowly but you know what usually happens. One lap walking around the racetrack is worth at least 20 to 30 laps playing on your motorcycle.

"They don't give a trophy for winning practice."

Above: Gary's son David is on the inside; he's gonna go wide and use that big berm. You know what Gary (93) is gonna do. Above left, Gary is squaring it off. When other riders come in wide and go out tight, Left, like this: David is on the berm, Gary has made his pivot and is accelerating. Below left, when Gary gets it on, the bike wants to powerslide and drift across the track. Gary holds it in with his toe. Below, down at the next corner their positions are reversed.

After you walk the track you should make three or four slow laps just to get the feel of the different lines you saw and the different places to ride. You will get some good ideas while walking that you will never see while riding. Then you have to test those ideas by riding. Some of them won't work so you don't use them in the race. Some of them will and you have some secret weapons.

The slow laps are hard to do. You want to do what we all came for – ride fast. I do it myself. I have a hard time doing slow laps around the track even though I preach it week after week. But you *have* to do it.

What to look for

When you are walking the track, there are a lot of things to think about. You won't get bored if you are considering all the angles and filing the information away in your mind.

You should consider everything from two viewpoints: What if I do? What if I don't? You see a good line through a corner and visualize how you are going to ride it. That's what if you do. If another rider is already in it, or he has crashed and is lying right on your line, then what if you don't? You have to have some alternatives.

One of the alternatives is always going off the track. You may get forced out or you may ride out to avoid a pile-up. So when you are walking, you look at the track and you also look beside the track. What's in the weeds there, or down in that ditch? What if you get forced off the track where it turns at the top of a hill? What's on the other side of that hill? What if?

Suppose you catch a bunch of riders ganged up in a turn during the race and you decide to go inside – off the beaten path. There are some weeds there. You don't want to waste time trying to decide whether you should ride out there or not. And you don't want to ride out there and find a big hole in the ground or a big rock hiding in the weeds. So, you look in the weeds while you are walking the track. What if?

Not only do you have the two kinds of *what if* to consider, you have to develop at least two lines through each corner. Ignore the groove. You are not out there to discover that – it is plainly written on the ground. The groove is my

last choice when racing, even if it is the fastest way. Why? Because it will be full of other riders. I am not going to follow other riders around the groove and neither are you, right? If you are walking around out there trying to figure out how to ride in the groove you are just wasting time.

Here's an interesting thing about grooves. They nearly always stay as wide as possible around the turns and they almost never cross the track going through a turn.

That tells you what some of the alternate routes are. Try tight inside all around the turn. Try going in wide and crossing the track in the turn so you come out tight. Other riders who do not use the wide groove will usually go in tight and come out wide because that is easiest. Look at that line but don't plan to use it much. Do it the other way and there will be less traffic.

Another thing to consider is your own ability. We'll talk specifically about that aspect of your race planning when you are on the starting line. But there may be places around the course where you will see something that a super rider might be able to do. If you are not a super rider yet, it's probably better not to go out there and crash while trying something that is beyond your present level of skill. You should always be trying things that are difficult for you because that improves your ability. But recognize the impossible and decide that it is only impossible temporarily while you work up to it.

Straighten out the curves

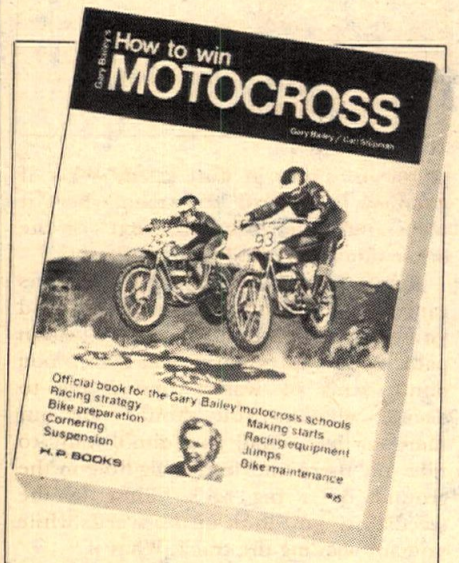
One big advantage of walking the track is that you can look backwards. If you are riding a course to see what's in it you only get to see what's ahead. That makes it difficult to relate one turn to the next because you can only try to remember what was in the previous turn and where you should come out of it.

When walking, you can stand in the middle of one turn and look both forward to the next and backward to the previous corner. That allows you to see the line that takes the straightest path through the corner you are standing in. Sometimes you can make a fairly tight turn into a gentle bend just by riding the line that you can see while you are standing there.

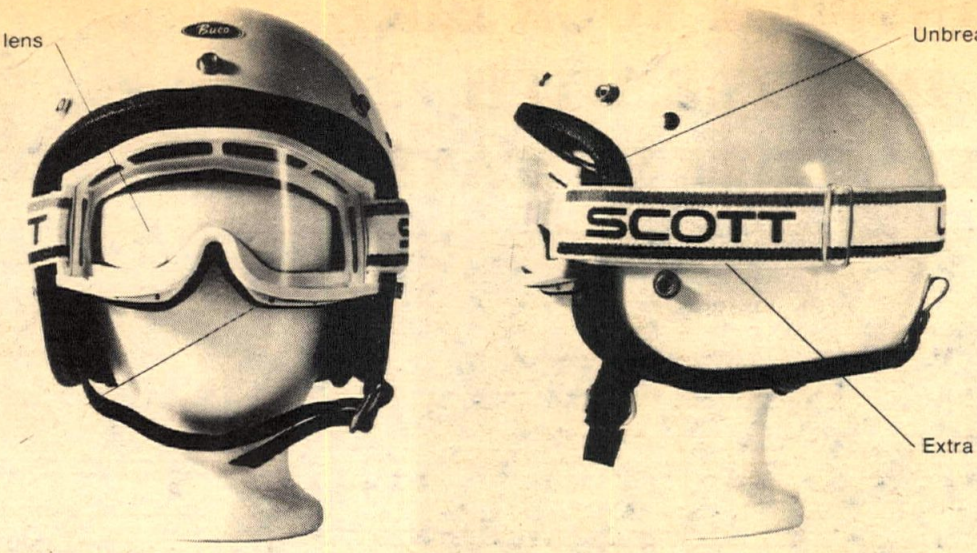
That also gives you a chance to consider different exit points from turns because you can see what the effect will be on the following turn. Your exit from one corner is the beginning of your approach to the next corner.

Include it in

If you have never thought of this next simple idea, it's gonna tickle you



* How to Win Motocross, copyright 1974 by Gary Bailey, is being serialized in Cycle News. The best-seller, now in its second printing, is condensed for this serialization. The complete book is available for $6 from Cycle News Products. See ad in this issue.



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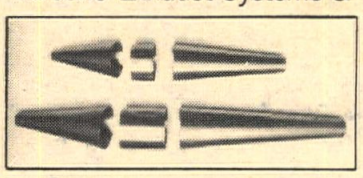

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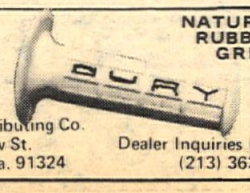

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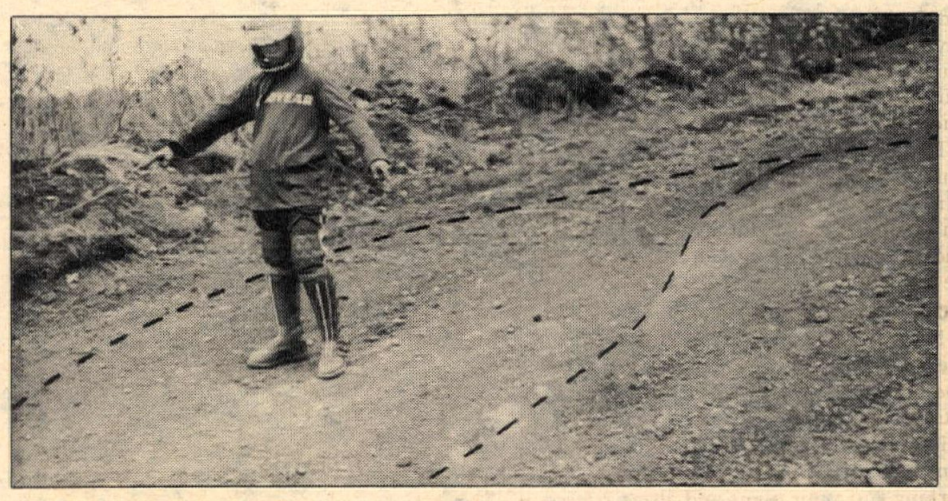
Top left, Gary included the jump in the turn, held it tight in the left-hander. Top right, as he approaches the right-hander he starts squaring it off so he can clip the inside corner and stay in tight. Above left, doing it wrong. He still has to get wide for the following right hander (above right), which makes the turn even tighter and more awkward. Below, David points out the two lines approaching the right hander.



when you realize how much it can help you go quickly on the race track.

Suppose there's a turn, a climb, and a turn. The average rider will do that in three separate parts. He will make the first turn and get that done and over with. Then he will get set for the hill – maybe stand up on the pegs – and ride the hill however he has figured out is best. At the top he may get his front wheel up in the air or maybe even the complete bike. He will get everything back down on the ground again – look up at the corner ahead – set up for it and make that turn.

That may be a good way to do it – and it may not be. Ask yourself this question: "If that hill were not on the track between those two turns, how would I ride it?" Chances are you would take a different line. You would figure out some way to connect those two turns so your exit from the first put you on a good line into the second and maybe straightened the second curve out so you could just blast through it.

Well if that is a good way to ride it without the hill in between, why isn't it a good way to do it when the hill is there?

Include the hill in the turn.

It may be that the best way to go up the hill is to stay out on the left side all the way up. That would be considering the hill all by itself. But if you also figure in the turn at the top you will see a better way. Maybe you will want to be on the left side at the bottom and on the right side of the track by the time you get to the top of the hill.

Those kinds of things are hard to figure out when you are riding the track. They are easy if you stand on top of the hill and look in both directions. You will see good lines.

Miss the bumps

You can't stop when your back wheel is bouncing around and the motorcycle is in the air half of the time. You can consider slowing down before you get to the rough place but you would only do it if that line gave you some terrific advantage in the turn.

More likely you will decide to miss the bumps. That means ride either to the extreme right or the extreme left. Which you choose to do will depend on how that puts you into the turn. Look at *both* ways. Think about how you will get into the turn and how you will come out of it. Then you will probably want to try it both ways in practice – maybe all three ways.

You can get into a similar problem when there are a lot of bumps coming out of a corner. Typically these bumps will be a series of whoop-dees made by the bikes. Why are they there? Because that's where everybody rides. When you see whoops, you are looking at the place everybody rides. You are looking at the *groove*. There's a little message there.

Find a way to miss the whoops if possible. Stay right or left on the track. Look at the turn and see where you have to come out of that turn so you don't land right in the middle of the whoop-dee-dos.

Hit the bumps

You don't always decide to miss the bumps. If they cover a relatively short distance and by riding through them you can hold a good line, then you ride through them.

You have to think about the line and also about the attitude of the bike due to the bumps or rough stuff. A hole or a lip on the top of a hill can flip the rear end up if you let it and then you may not be able to hold the line you selected. When you are walking and looking you will see some of the problems and then you plan your riding technique so you stay in control.

How do you decide which line is quickest?

Notice, I said *quickest!* We all use words like *fastest, hauling, getting on it, zooming,* and things like that to talk about getting around the track *quickly.*

The basic element is time. If you do a

ap in one second less than your competitor does, you will be one second ahead at the end of the lap.

On a turn you will ride faster if you are on the outside. But a tight pivot on the inside may take less time. You have to think about that. The guy who went wide gets out on the straight at a higher speed than the guy who stays in tight and that may erase the difference. How do you know?

Here's a way to think about it. When you are racing you are doing three kinds of things. You are using wide-open throttle. Or you are using maximum braking. Or you are doing something else such as turning or flying through the air over a jump.

If you spend more time wide-open you will automatically spend less time doing other things unless you have chosen some really bad lines. When you are walking the course that's one of the judgements you have to make. "How can I go wide-open as much of the time as possible?"

If you could figure out some way so you would never use the brakes and never do anything else but run wide-open, that would be the *quickest* way around the track. So that's what you try to do — turn your right hand counterclockwise and leave it there as much as you possibly can.

That's what you think about when you walk the track and make your plans. The different lines. Lines that other riders won't be using so much. And going wide-open all the way around the track.

Riding around slowly

Now that you have walked the track, ride around it a few times *slowly!* At a *moderate* speed, try the different lines you looked at and be alert to others which the bike will help you find. Continue looking and thinking and working out your plans and alternatives.

Fast practice

When you have walked the track and then explored it with your motorcycle, it's time to get it on and learn where you can go fast and how to do it. Once again you have to resist the temptation to play around out there, have fun, and race with your friends. It's fun to do that, but it's a lot more fun to do well in the race.

Now it's time to think about the other guy who ignores the advice about getting off the track. He may be over a hill or around a blind turn, stopped on the track or even crashed and lying there.

What do you do about that situation? You have to ride fast if you are going to get any good out of practice. You will be going at racing speeds around the course, trying the different lines and working out your race strategy.

What do they do about that problem during the race? They use flagmen around the course to wave you down when there is trouble ahead.

Too many of the smaller courses around the country are operated as though the only danger is when people are actually in a race. The danger is when people are traveling at racing speeds, whether in practice or in an actual race. If you have anything to do with running the races, see to it that the same precautions apply to both situations. Flagmen, ambulance on hand and spectator control even if it is only somebody on a loudspeaker reminding people to stay off the track.

I have seen bad accidents happen during practice and the sad thing about it is that they could have been avoided with flagmen on the job. If you don't have anything to do with running the race but the procedures need improvement, go talk to the track manager about the problem. He will normally be just as interested in safe conditions as you are and will appreciate the tip. If he's not, race somewhere else.

The start and the first turn

As you know, riders are brought onto the track from the starting grid and arrive at the first turn all bunched up. After that, they go 'round and 'round without using the starting area anymore, so when you are in the race the first turn looks different than it did at the start.

When you were out riding the course for practice, you may have gone over the same ground as the first turn out of the start, but it is a lot different during the start. So you need to practice the start and the first turn.

Some tracks allow a period for practice on the track, then close the track and allow time for practice on the start and first turn. This is a good idea because otherwise the riders who are practicing starts are going out into traffic on the course.

Anyway, at some time before the race you should practice the start. Begin the same way as on the track, walk around and look at it to see what is the best line and where is the best starting place.

Sometimes it isn't just a big flat area funneling into the first turn. I was at a race course near Schenectady not long ago where it was hard to pick a good line at the start. The first turn was over a little hill and went to the right. If I started on the right side, the hill was not as steep and I could really get it on. But just over the top of the hill, the turn went to the right. So starting on the right made the right-hand turn sharper and I had to slow down more to get around it. The guys on the outside didn't have to slow down as much to get around the turn.

Even if the area is flat there is sometimes a definite advantage to one end or the other of the starting line. After a few races with that arrangement, the word gets around and riders all know which end is best. They will come to the line early to try to get one of the good spots. Except possibly for the one or two racers who always get good starts. They come rolling up to the line whenever they feel like it, take any place that is open *and still beat everybody to the first turn.*

When practicing, make some starts all along the line — at both ends and places in between. Get a feel for the available traction and polish your starting technique. Sometimes the traction will be different at places along the line on account of grass or moisture, or even a slightly different type of dirt. You should know about this because you can not always be sure of getting the starting position you want.

Also, go through the first turn in all possible ways. You may end up with what you think is the perfect starting position and the perfect line into the first turn but don't get too locked up mentally on riding that way. To ride anywhere you want to at the start, you have to be in front. If somebody else beats you off the line, he may decide to ride just where you had planned to. You can follow him if you want to, but you don't do that, *do you?*

The best practicing and planning for the start is based on taking practice starts all along the line and going through the first turn every possible way. Then you are familiar with all of it and you can cope with whatever happens on the start.

The worst thing you can do is practice from one spot on the line until you know every pebble on the way to the first turn and have it all worked out so you can really go when the flag drops. Sure enough, when you bring your bike to the line somebody will be sitting right there. You say to him, "That's my place. Will you please move?"

He says, "Are you nuts?"

Next week — Part XI
Strategy and conclusion.

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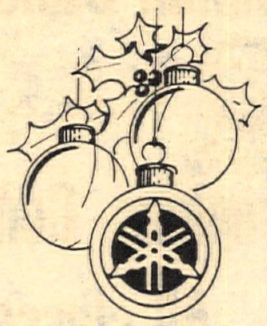

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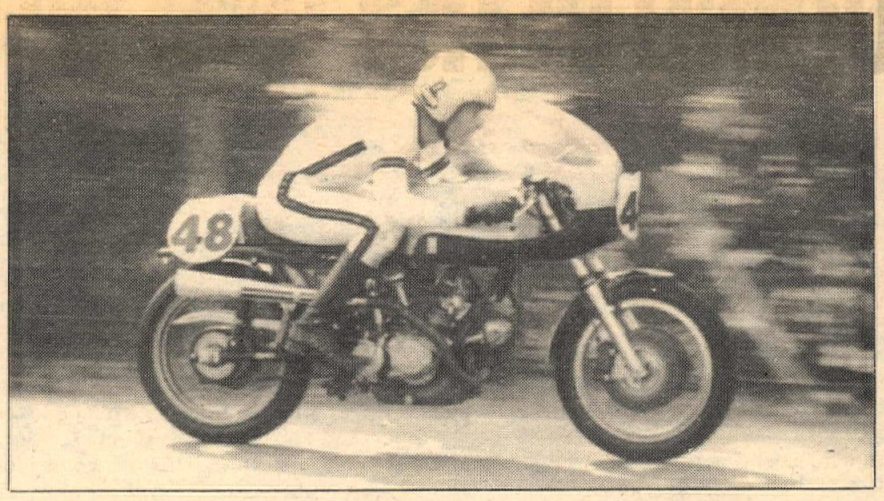

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Results By Jim Lester

CAFE RACER: 1. Michael Morse (Yam) 2. Mitch Mitchell (Kaw) 3. George Szabo (BMW).
50cc GP: 1. Roger Davis (Yam) 2. Steve Zimmerman (Hon).
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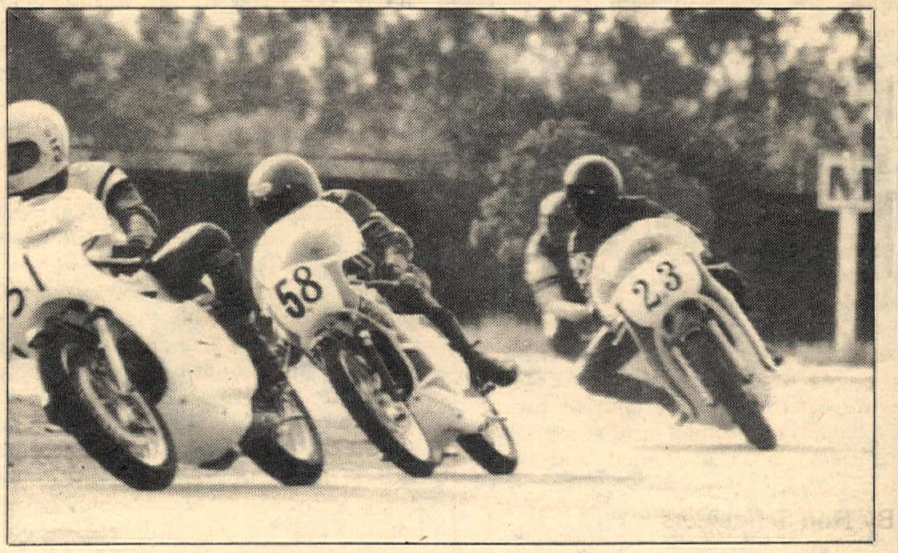
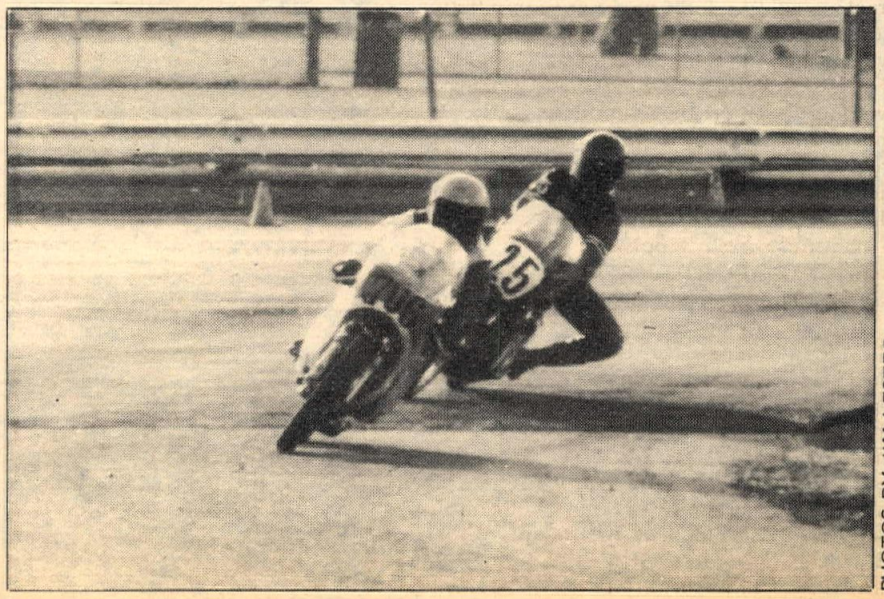
125 JR GP: Keith Hummer (Yam) 2. Mitch McAvoy (Yam).
200 JR GP: 1. Mark Begin (Hon).
200 JR GP: 1. David Emde (Yam) 2. Tom Hayner 3. Dennis Spors (Yam).
500 JR GP: 1. William Lewis (Ric).
OPEN JR GP: 1. Carry Keoshgerian (Hon).
125 EX GP: 1. Kevin Stafford (Yam) 2. Jim Lester (Yam).
250 EX GP: 1. Walt Foster (Yam) 2. Kevin Stafford (Yam).
OPEN EX GP: 1. Miles Rossteuscher (BMW) 2. Art Friedman (Kaw)
125 PROD: 1. Art Freidman (DKW) 2. Bill Silver (Hon) 3. Ben Bristol (Kaw).
200 PROD: 1. John Hewitt (Yam) 2. Dain Gingerelli (Suz) 3. Dave Boido (Suz).
250 PROD: 1. Wally Karpynec (Suz) 2. Glenn Billings (Yam) 3. David James (Suz).
350 PROD: 1. Alan Gingerelli (Yam) 2. John Glover (Yam) 3. Bill Henry (Yam).
500 PROD: 1. John Glover (Yam) 2. Shep Reid (Suz).
OPEN PROD: 1. Cook Neilson (Duc) 2. Miles Rossteuscher (BMW) 3. John McDonald (Kaw).



Expert winner Walt Foster (51) leads Kevin Stafford (58), Junior winner David Emde (23), and Tom Hayner around OCIR's turn two at the start of the 250 GP. Emde and Hayner eventually passed Stafford.

Tucked in Flemming Juliussen (706, Kaw) and knee out David Emde (25, Yam) battle for second place in the 100cc GP. Already long-gone is John Karns (H-D) on his way to $25 first place prize money. Emde didn't finish.



PHOTOS BY JIM LESTER

GOING BERSERKO WITH THE

HOT SNEAKER SET

By Ron Schneiders

Suppose you wanted to turn motocross into a "perfect" sport. What changes would you make? To begin with, you wouldn't want to make any changes that would reduce the excitement or the competitiveness, because that's what motocross is all about. But you might cut down on the noise somewhat so that more people would come to watch it, and tracks would be built in closer to population centers. To keep the environmentalists happy, you might devise a way to eliminate the exhaust gases. And it wouldn't hurt if the machines could be made smaller so that they wouldn't tear up the ground so badly. Then, since all motor sports are somewhat deficient as athletic events, you might figure out some way to rig motocross so that riders who trained and who were in shape would have the edge. Last but not least, since any sport depends on a continual fresh supply of young talent, you would make the sport appealing to kids and safe enough that rational parents would allow them to compete.

If you add up all these changes you come up with Bicycle Motocross, or BX, as it's known to the Hot Sneaker Set. Depending on your generation and orientation, you might call bicycle motocross the newest thing in sports or a pretzel twist on an old arm of an ancient sport.

Bicycle motocross has sprung up as a more or less spontaneous response of kids to the motorcycle sport. Seventeen-year-old Scot Breithaupt, who is one of the two major promoters of BX in Southern California, tells how it got started from his view. "About four years ago I was hot-dogging it around on my 125 [motorcycle] and these kids were watching, with their bicycles. So I said, 'Hey, you want to race?' So I went home and got some trophies and got each of the kids to chip in a quarter, and we set up a race." At almost the same time, Bruce Brown was filming kids who were playing motocross on bicycles for a novel introduction to his movie, "On Any Sunday." But like many ideas which seem as fresh as a spring rain, this one is only a rediscovery by a new generation.

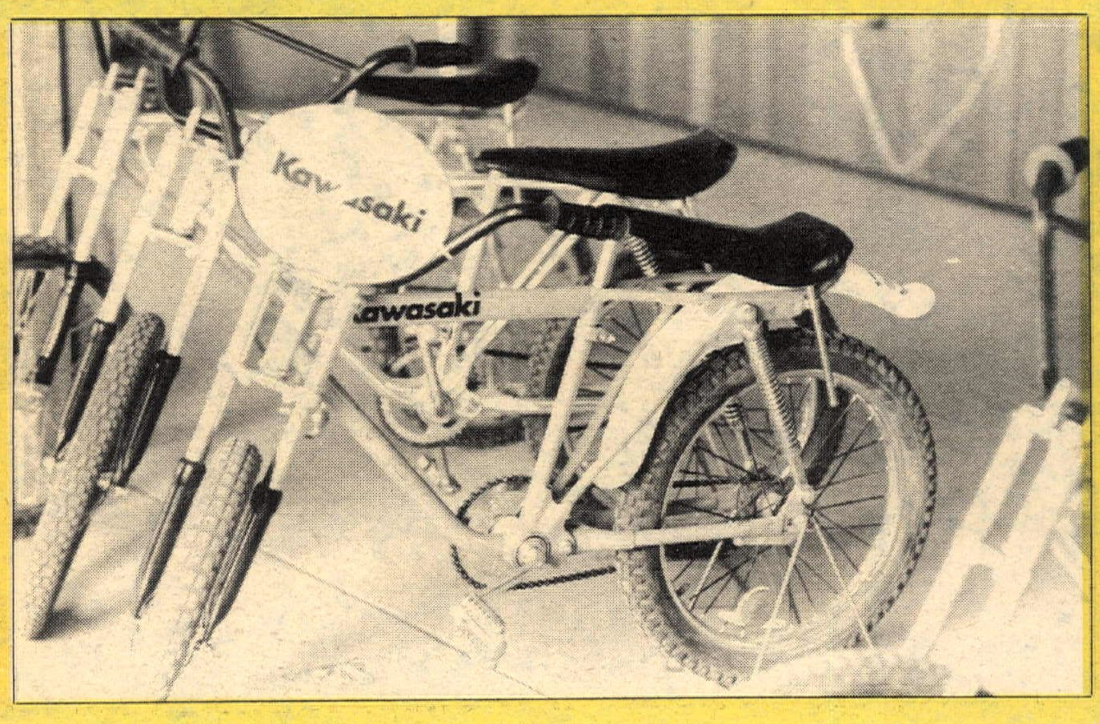
"Cyclo-cross," wrote Peter Hoffman in 1966, "is equally enjoyed by the promoters who delight in searching out the most impossible courses. If nature hasn't come up with enough obstacles, you can bet the promoter will come up with some of his own." He goes on to describe some of the obstacles which include mud holes, steep banks, water crossings, and even snow. That was the year some of today's BXers were born! Cyclo-cross has never caught on in this country, but it is one of the big sports in Europe. Here there are about a dozen clubs and maybe 500 adult riders who participate in cyclo-cross. Asked about cyclo-cross, Scot Breithaupt says, ' 'I never heard of it."

Bicycle-cross has a better chance of really catching on. Yamaha estimates that there are 200,000 potential bicycle-crossers in the U.S. and a few thousand have already discovered the sport. To date there are about 10 tracks operating in Southern California and at least that many in Northern California. Scot operates four of the tracks in Southern California. Ernie Alexander operates another four. Besides a large pool of potential riders, promoters of bicycle-cross have a secret weapon that cyclo-cross promoters probably didn't know, and wouldn't have used anyway. It's called gravity.

As most people know, pumping a bicycle on a flat, paved surface is not all that easy. On a dirt surface it gets downright hard. Add some bumps, water crossings, jumps, whoop-de-doos, tight chicanes, and it becomes a sport for super athletes who don't mind getting off the bike and carrying it at dead run when the occasion demands, which is exactly what happens in cyclo-cross. But when you add the magic ingredient, gravity, it turns back into a normal human-size event, in fact, even a small-human-size event.

It works like this: The race always starts at the top or on the side of a hill. Sometimes the course simply makes a serpentine way to the bottom of the hill, as does a course called Yarnell located near Sylmar. Other courses, such as the Saddleback course, are more sophisticated. The Saddleback course is located in a bowl and the start, naturally, is high up on the side of the bowl. This allows a kind of shoot-the-chute action, where the rider goes down one side and up the other, back down again, and finally finishes in a maze at the bottom. With such a course, it is possible to run more than one lap, with the rider entering the course for the second lap at a lower elevation.

As in every new sport, there is still a lot of disagreement about basic concepts. Speed generates excitement, and Scot is quick to point out that all the "action," meaning primarily jumps and bumps, should be on the fast sections. The steeper the hill, the faster the following section. The spectators like the fast sections too, and many of the kids would prefer to do as little pumping as possible. All these factors point to a maxim which has already become a cliche in the sport: "The ideal course is all downhill."



Some promoters and many of the better riders don't agree, for two basic reasons. First is a matter of practicality. For championship events you might well want to go two or more laps, and there is no way to go two laps unless the finish of the course is somewhere near the start, as the course must be either basically flat or else it must have some uphill portions. Secondly, the ability to go fast uphill is an important skill, the same as the ability to pick the best line through a turn. The better riders want as many different ways to demonstrate their ability – and eliminate luck factor – as possible.

The jumps on a bicycle motocross course would scare the average motorcyclist to death. Often they don't look like jumps at all. A big jump might look more like a wall with the front surface slightly slanted and the rear surface two stories high. Small jumps look like curbs, which I suppose is natural because that's what the kids train on. However, Rich Lee, promoter at the Palms Park, cautions, "I believe in making jumps so that the little guys can roll down the other side. Not all kids are born Roger DeCoster."

Although the slab-sided jumps are more spectacular than anything else in bicycle-cross, for sheer excitement nothing beats a good off-camber turn with a slick surface at the end of a quick section. That's where you see some of the toughest competition, where you see the greatest exhibition of skill. It's also where you see the unskilled get their just reward . . . in a tangle of arms, legs, and handlebars.

The various promoters of BX have some mild disagreements about what courses should be like, but the subject of classes almost gets them screaming. Do you separate kids by age, by size, by skill, or according to some combination of all three? In motocross racing, age and size mean little, but in BX age and size are the equivalent of engine displacement in the motorcycle races. Assuming good physical condition, the bigger the guy, the faster he can go. Put another way, even a really skillful eight-year-old won't stay with a relatively clumsy 15-year-old.

On the other hand, there tends to be less difference in size once the kids get over 12 or so, so experience becomes an equally critical factor. Right now a number of tracks are running classes based only on age. Scot Breithaupt is running combination classes, with quite a bit of judgment (his own) playing a major role in rider classification. Starting at the top, the "Experts" are riders who have done well in, or won, three novice events. "Novices" are defined, more or less, as riders with some experience, over 10 years old, who are not good enough for the Expert class. "Beginners" are just that, unless they happen to be less than 10 years old, in which case they are "Pee Wees" unless they are less than five years old, in which case they are "Super Pee Wees."

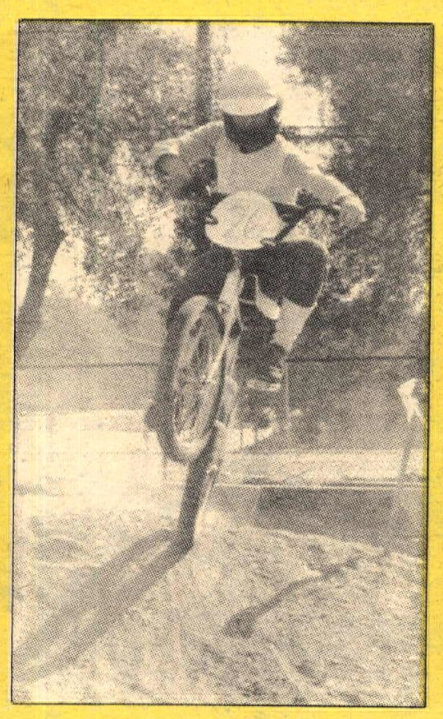
"The Pee Wee class," says Scot, "started out as the small, confidence-building class." Now, however, it is one of the biggest classes, so the "Super Pee Wee class is the confidence builder." Scot is developing a points system for his organization, B.U.M.S., which stands for Bicyclists United Motocross Society. Other associations are doing the same.

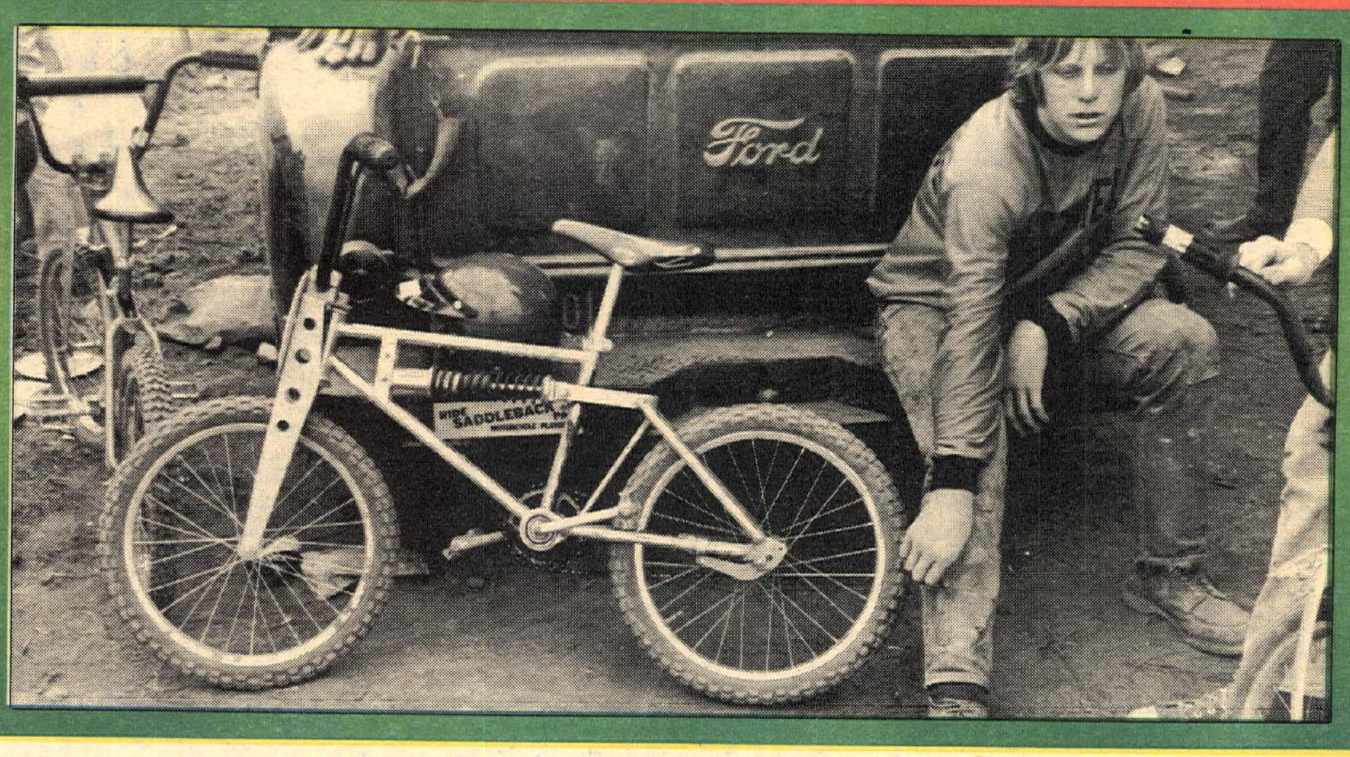
There seem to be as many associations in the new sport as there are promoters. Besides the Breithaupt B.U.M.S., the most prominent is the NBA, the National Bicycle Association, run by Ernie Alexander. Actually neither group extends much beyond Southern California, and neither is associated with ABL, the Amateur Bicycle League of America, which is the AMA/FIM of the bicycle world.

Although Bicycle Motocross is only in the beginning stages, the need for better organization is already evident. Here are two problems that have surfaced, apart from the classification dilemma. First is the question of track liability. Injuries to date have been remarkably few and non-serious in nature, but serious ones will inevitably occur, and there are a number of promoters with no insurance. Another problem is that some tracks are now paying prize money, which the kids like, and which is no problem for those kids who go on in motorcycle racing. But some kids will want to go on in bicycle racing, perhaps getting as far as the Olympics, only to find out that they disqualified themselves from the Olympics at age nine or thereabouts!

The bicycles used in bicycle motocross were originally, and to some extend still are, the bikes designed to appeal to a kid's imagination, with dirt-bike trappings like knobby tires and "Easy Rider" elements like banana seats and sissy bars. The kids strip the heavy junk off the bikes and race them until something breaks. But the scene is changing rapidly.

Already there are at least 20 manufacturers selling all the bicycle motocross gear they can make, and the technology, both evident and promised, is almost frightening. In the Expert class, an unsprung frame is now non-competitive. Magnesium wheels are becoming commonplace. With sealed bearings, of course. Titanium frames have already been tried and rejected in favor of





chrome moly, but titanium handlebars are deemed all right. The better racers change the wheel-base to suit their size, and change gearing for each different track. Three-piece cranks, such as road racing bicyclists use, are too fragile for BX, especially those that use a tapered screw to hold the crank to the shaft. Motorcyclists who have owned BSAs are familiar with the problem.

Several manufacturers are now offering complete motocross bicycles. The most important at the moment are the Yamaha and the Matthews, but Kawasaki has one coming out in March and Schwinn is also rumored to have one about ready. As most of the original BX bikes were Schwinn Sting Rays, one would think that Schwinn would be the natural heir of the business, but according to Scot Breithaupt, "they'll probably screw up. They won't have any warranty, they'll be too safety-minded and they'll make the thing 300 pounds." Is Schwinn related to Harley-Davidson?

If $100 to $180 for a complete motocross bicycle is out of BXer's price range, he has another option. He can buy a trick frame for about $60 and hang all the stuff from his old Sting Ray on it. Frames are made by Jeff Ward Racing Products (Santa Ana), by Matthews (El Monte), and by LittleJohn Murphy (North Hollywood). A Scot Breithaupt-designed frame will soon be available from Bardine Manufacturing (Santa Ana).

One would think that with a whole new area of sport opening up bicycle dealers would be ecstatic, but that's not universally true. This writer stopped at a Schwinn dealership less than a mile from the B.U.M.S. track in Long Beach, California. The owner had one copy of the BX newspaper, which he refused to sell. He didn't carry the paper and he didn't want the BX trade. He assured me that he knew Mr. Schwinn personally and that no BX Schwinn was forthcoming. He didn't want the kids' trade because they were "always breaking something. And besides," he said, while 10 kids stood around, waiting to buy something, "the adults have all the money."

In sharp contrast is Tom Sneddon, a world class bicycle racer, who has a Schwinn dealership in Montrose, California. Tom has a long, long row of European racing machinery, most with 15 gears and sew-up tires, but he recognizes the fact that his younger customers dig motocross. "I think it's fairly obvious," he says, "that most of the kids are headed for motorcycles," but his tone says that he hopes at least a few of the more talented ones will stay with bicycles. "We're carrying a full line of Bicycle-cross gear, including the LittleJohn Murphy mono-shock frame, which we believe is the best available. Of course we're hoping Schwinn will bring out a really competitive bike in the near future." Montrose Cycle is sponsoring two racers, and in the spirit of the times one is a girl, 12-year-old Sally Vogal. "She's racing against the guys and is beating them regularly," says Tom. "Now if I could only get her on a 10-speed . . . . "

The last true kid's sport in this country was marbles. Everything invented since then has required the parents to be involved in some fashion or other. Bicycle motocross is no exception, but kids in this sport might manage to avoid some of the more obscene parental excesses of little league baseball.

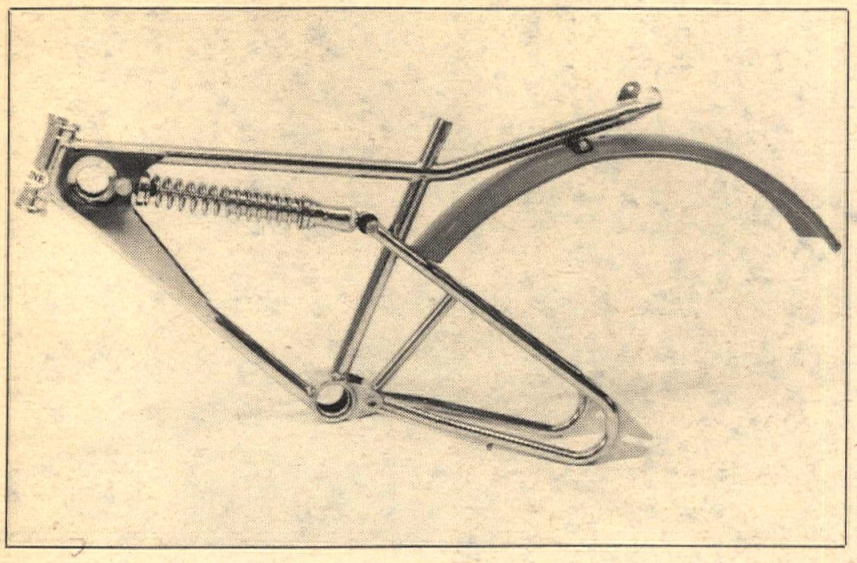
The first thing the parent of a prospective BXer learns, to his immense relief, is that bicycle motocrossing is a whole lot cheaper than motorcycle or minibike competition. Entry fees are in the one-to-two-dollar range rather than the five-to-ten dollar range. Tracks are much nearer, so driving time and gas are cut drastically. This is especially important to the father who would ordinarily take his son out to the desert to ride enduros rather than allow him to ride normal motocross. For bicycle motocross you're usually talking about less than a 100-mile round trip as opposed to an over 300-mile trip to the desert.

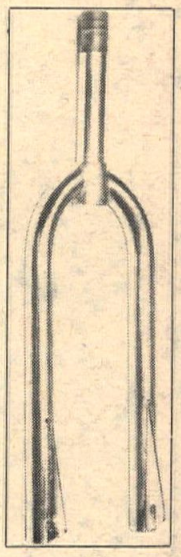
The money provider gets off a lot lighter in other areas too. A BX tire costs $4 to $6 as opposed to $25 for an MX tire. And of course there are no spark plugs or other expensive engine goodies to worry about. Nor is ORV registration required. Most tracks now require BXers to wear helmets, but boots and leathers are not required and probably aren't needed. A good pair of MX boots costs as much as a BX trick frame!

The next thing the father is going to learn is that, unlike sports such as quarter midget racing, minibike racing, motocross, slot-car racing and soap-box derby racing, a parent's potential influence is decidedly limited. He can spend, at most, probaably $200 on trick goodies for his kid and from then on he's strictly a spectator. A dollar's worth of vitamins and a daily five-mile-run will easily beat a thousand dollars worth of titanium parts. And he doesn't have to bribe or threaten a coach to get his son in the action either.

Perhaps the neatest thing about BX from a parent's view is the safety aspect. No athletic event, and particularly no event likely to capture the imagination of kids, is going to be completely safe, but bicycle motocross is surely one of the safer, interesting sports. The speeds are quite low, compared to motorcycles, and no fall that a kid takes is likely to be as destructive as

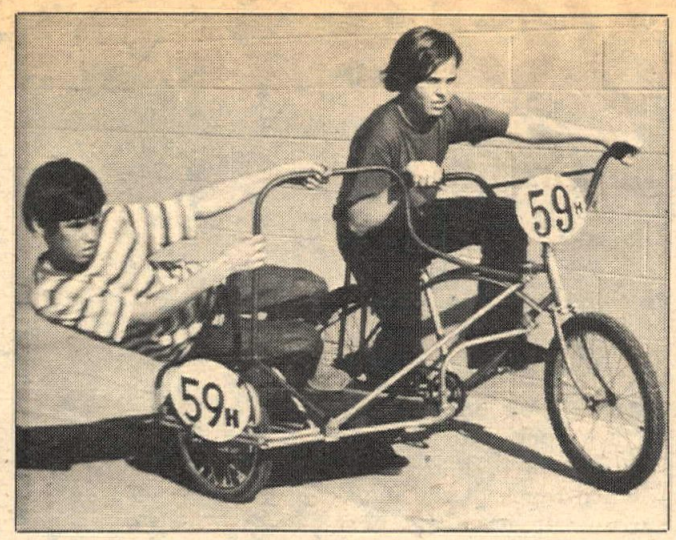
BX SHOWCASE





Redline's monoshock BX frame and fork

This is Red Line's newest product, a bicycle-MX frame. The frame is constructed of aircraft quality 4130 chrome-moly tubing, and heli-arc welded. The frame kit includes shock, fender, and seat mounts. Front forks are also available. Complete bicycles will be available soon. MX frame $120.00, forks $20.00.

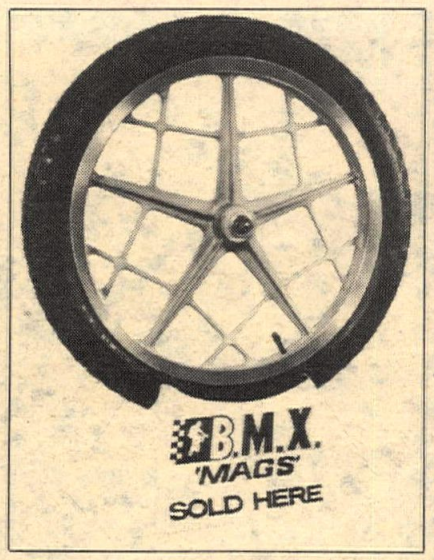


Bicycle Motocross Sidecar

The BX Sidehack is designed to fit 20-inch high-rise type bicycles. An outstanding feature is its bolt-on mounting system (patent applied for). This enables any rider to quickly and easily attach or remove the hack without any welding or hassle about "ruining" a new or expensive bike. Other features include a gusseted and tube-braced chassis of formed and welded steel tubing; heavy duty 16-inch BMX wheel, tires, hub and bearings, with No. 10 (120 guage) spokes. Frame geometry and hand-holds are inspired by designs used on motorcycle motocross sidecars; wheel cover has a padded seat.

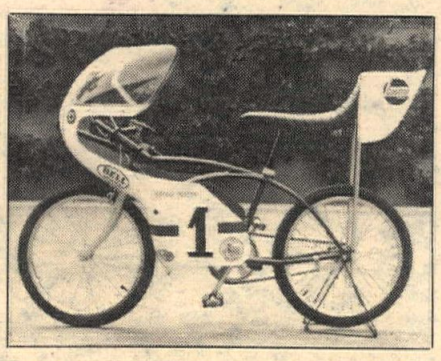
Eagles for a "Pedal-Cross"

To meet the soaring popularity of a new sport, Goodyear has miniaturized its championship Eagle MX tire into an off-street tire for leg-powered bikes. The open lug tread pattern goes well into the sidewall, permitting sharp turns in loose dirt. The tire is available as a 20 x 2.125. Write: Goodyear, Dept. BDS, Akron, OH 44316.



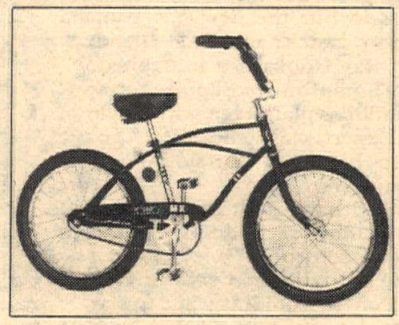
"Super Mag"

This new retrieving tool looks like a flashlight with a long flexible tail on the front. Unlike a flashlight, it has two push-buttons. Holding one depressed turns on the illuminator, a fiber optic light which helps find the lost item. Depressing the other energizes the strong electro magnet, which locks onto the dropped part for easy retrieval. A shield around the electro magnet directs its attraction force only to the part to be retrieved. "Super Mag" operates on two standard flashlight batteries. Write: 3 B & D Products, Dept. BDS, Ogallala, NE 69153.



Cafe Fairing

Newport Design & Manufacturing, Inc. announces the availability of the "Monotrack" Cafe Fairing designed to mount on a 20" high rise bicycle. The kit consists of fairing, handlebars, plus mounting hardware. Suggested consumer price will be approximately $49.00 F.O.B. Newport Beach, California. Write: Newport Design & Manufacturing, Inc., Dept. BDS, 2440 Twenty-second St., Newport Beach, CA 92660.



Mossberg Motocross MX — the mean machine

Mossberg's entry is set up for Motocross right from the start. This meany features rugged everything — frame, wheels, tires, stem, saddle, chain, and padded MX handlebars. Other features: 20x2.125 wheels; heavy-duty knobby tires; thirty-six .105 inch diameter spokes and double-wall rims; wide flange front hub; solid forged-steel fork; and Bendix coaster brake. Color: black. Write: Mossberg Bicycles, O.F. Mossberg & Sons, Dept. BDS, 7 Grasso Ave., No. Haven, CT 06473.

The new Emmex Motocross

The new Emmex motocross bicycle from Cycle Trend features oil damped, plated front forks, and heavy duty drop center reinforced rims. The Emmex has been designed from the ground up with durability in mind. Distributors write: Cycle Trend Corporation, Dept. BDS, 258 Squaw Dr., Alexander, AR 72002.

being hit by a 200-pound, half-crazy fullback. He will get hit by a bike occasionally, but the bike weighs 35 to 40 pounds as opposed to a 200-plus-pound motorcycle.

While bicycle motocross is inherently a fairly safe sport, parents should help to keep it that way. Kids are not usually noted for great judgment. If a promoter told them to ride off a 200-foot cliff and try to tow their bikes to Catalina, some would undoubtedly try. And there are undoubtedly promoters who would urge them to do just that if they could sell tickets to spectators. Another thought: While leathers are probably unnecessary, it wouldn't hurt to have kids wear basketball pads to protect fragile knees and elbows. Once injured, joints seldom heat right. Eye protection should be mandatory, but isn't.

Motocrossing of any kind is a kid's game. In the gasoline variety, the adults can play and get away with it to a certain extent because a 30-horsepower engine is a great equalizer, but not so in bicycle motocross. Ernie Alexander tells what happened in a race for fathers at Soledad: They lined up 22 fathers. "Jim Emerson led down the hill into the mudhole. Instead of jumping the mudhole like the kids do, he went through it and went down. The other fathers tried to ride over him. One father got through, but there was such a pile-up we had to stop the race for safety's sake." — from *Bicycle Motocross News, November, 1974.*

If fathers can't do any better than that on a bicycle motocross course, then obviously they can't teach kids very much about BX racing techniques. I accept that and will refrain from contributing to the already great pile of nonsense written by typewriter racers.

But I did observe and hear a couple of things at the track that might interest some BXers. First of all, everyone was panting at the end of a race but the losers were panting a lot harder than the winners. The way to cure a bad case of the pants is to ride your bike up steep hills during the week, to run at every opportunity, and to swim until you feel like a fish. Then Scot Breithaupt, who's won a godawful number of races, mentioned casually that he could leg press 750 pounds . . . . There's probably a message there somewhere.

Also I noticed that bicycle motocross looked like a hell of a lot of fun. Sort of wish I were 10 goin' on 14 again . . .

Cycle News North

Old man Griffith wins

By W. H. Spencer

OAKDALE, CAL., NOV. 24
Returning to the victory circle for the first time in some eight years, Jerry Griffith, owner of the Pioneer Arena, took on all hands and won the Open Expert Main with only a token fight from newly crowned Black Plate Champ Allen Yarrow. It wasn't a very good show for Yarrow as he was put back two positions for cutting inside a tire.

Ted Davidson proved the most consistent of the day winning both the 250 and 125 Expert shows. Neil MacDannald gave a good chase in the 250 Expert only losing out going into the first corner on the restart after Craig Scroggins got off hard. Passing "Torco" Davidson ranks up in the big time occurrences, not that it's impossible but at this track only brother Butch seems to be able to handle him.

In the 125 battle it was Kim Jorgensen who gave chase along with Mark Muscio but the new YZ Yamaha proved too much and the Blendzall special of Ray Hooks also triumphed.

Brian Thompson iced up the top spot in the minibike plate race with a win in the 80 Expert class and then took a second to big Dan Cantaloupi in the Open mini show.

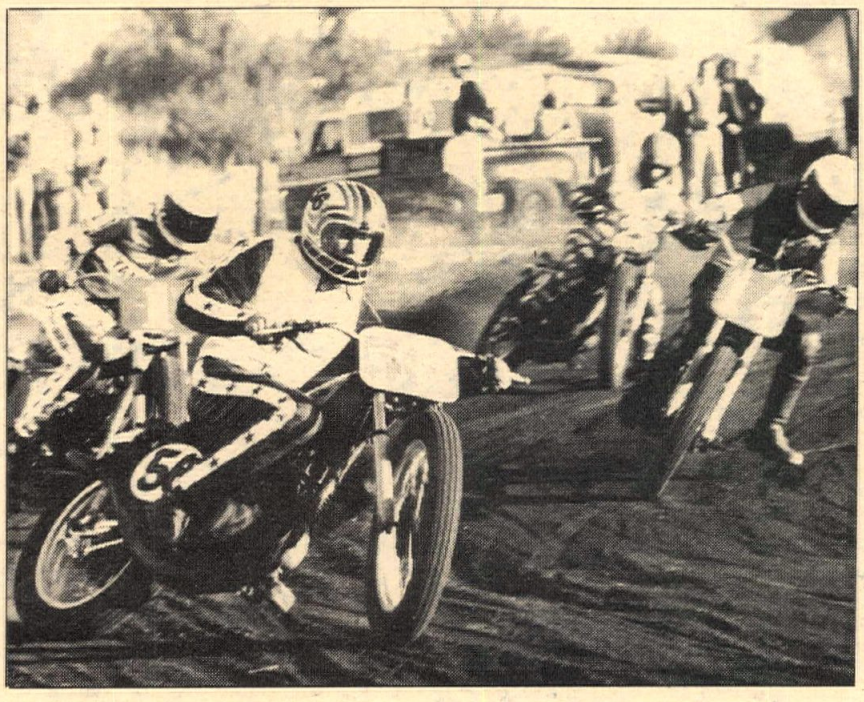
Johnny Pittman kept good control of the 250 Junior race despite riding a little out of control on one lap when he flew over the jump in a style that even big Joel Robert wouldn't want to try.

A special benefit event will be held on December 15 and 29 for the Freeman Dobbs family and all Central Valley racers are invited to attend and help a downed rider. The show will be a semi-pro race for all classes and minis with proceeds to help the family while father is recovering from a street accident.

Results in Results Section.

W. H. SPENCER

Modeling the "Muzzled Doberman Look," Stan Paul leads the 125 Novice style parade at Oakdale.



Happy hookin' it at Spinners' TT

PORTERVILLE, CAL.
Grant Salyer (56) at point in the 250 Expert class (above) held off all comers in this District 35 sanctioned go. The crowd was light, and everyone transferred from the heats to the main. (At right) Doug Garrison, feet up and hookin' it, ran off and hid from the 360-500 Experts.

Results in Results Section.

PHOTOS BY FELIX ADAMO

Faria edges closer

By W. H. Spencer

SAN JOSE, CAL., NOV. 23
Mike Faria came out of tonight's indoor riots smelling like a rose, a little richer and tied for second place in White Plate points with but one race to decide the top 20 positions in D-36 short track competition. It was the halfway mark of the winter series and Faria was eight points behind Greg Ferguson who once again failed to transfer out of the heat. In the eight lap Main for 250 Experts Faria diced with early leader Dan Young, fell back to third behind John Brumond and then came back to beat Young on the last turn of the last lap while Rick Delacy iced up some more points for his new Number One plate.

In the battle for overall high point Bob Silva relinquished the number one spot to Faria winding up sixth in tonight's bash while Rod Spencer holds down third some two points behind him and John Tavis holds fourth with a flurry of other riders close in tow.

Roy Taboada surprised the 360 Experts with a good win after getting by Kirk Tardiff on the second lap. He got under Tom Kopriva about 10 feet from the checkered flag and came up with his first ever Expert Main event win. Kopriva hung on for second with Bob Scally third over Tavis who found himself in the pay line when Larry Silva's Triumph expired crossing the finish line.

Results in Results Section.

"Earth Trials" breaks in Green Sticky park

By Art Mennick

STANISLAUS CITY, CAL., NOV. 17
The East Bay Chapter of P.I.T.S. (which has club meetings the first Tuesday of every month at 7:30 p.m. at Nelson Brothers Honda in Oakland) put on the Third Annual "Earth Trials" in Stanislaus County's Deer Creek Park (next to Frank Raines Park). This 1200 acre park was set up with O.R.V. funds with the help of Jerry Irons of the Department of Public Works who is also a P.I.T.S. member. The county is currently trying to get even more land. Yeah! for Stanislaus County and its Parks Department.

The trials had 10 sections and like all good trials there were many rocks and off camber turns. Three sections in a creek bed were case crashers and I thought they couldn't be made harder, until another guy said that the last two years the creek bed was actually a creek-oh no!

There was also a hillclimb for one section. It was about an eighth of a mile long off camber loose dirt. Approximately 20 out of 100 people made it and the rest received five points. After the trials was over I got my Rokon out and still couldn't make that hill.

Results in Results Section.

Crummett & Miller tops at Orland oval

By H. R. Campbell

ORLAND, CAL., NOV. 23
Manuel Crummett jumped to the lead of the 360 Experts with an unbelievable start followed by Phil Corando (Hon) and current white plate number two Dennis Robinson (Yam). Robinson had a few problems, getting his leg stuck between Corando's back fender and wheel. After the officials had taken care of Robinson's leg the restart was of a single file nature with Crummett and his Bultaco in the lead, Robinson in the rear, and everybody else between. Crummett kept pulling from the crowd

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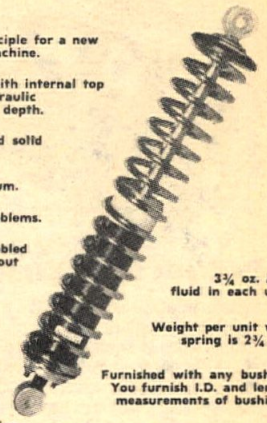

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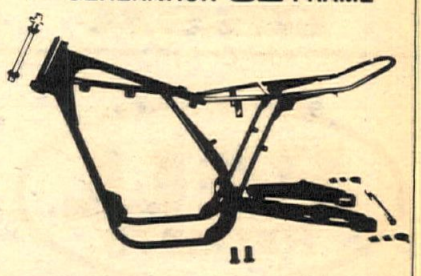

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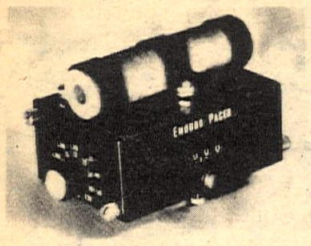

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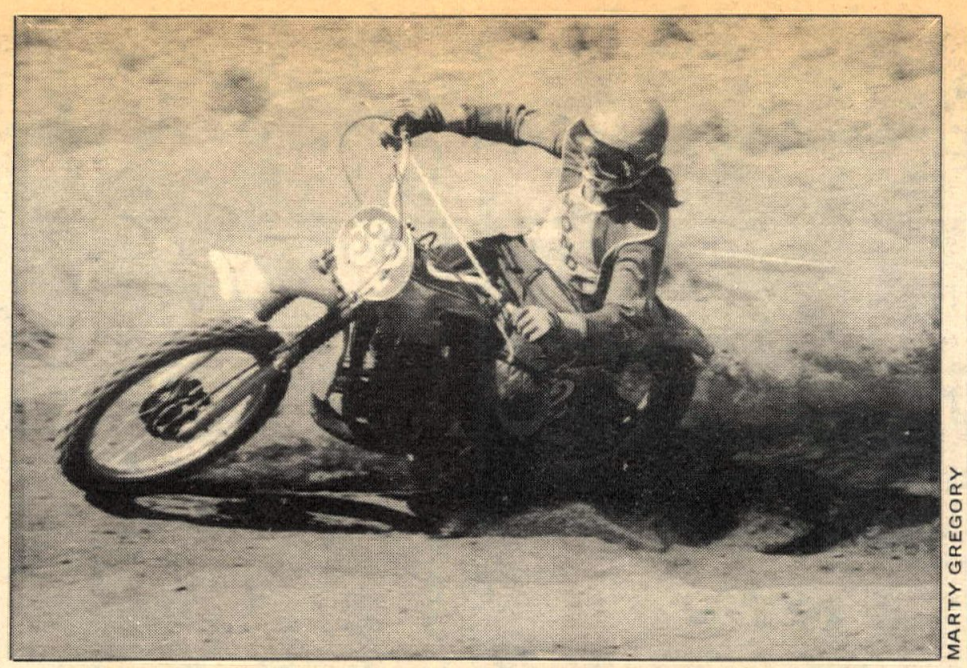


MARTY GREGORY

State Champion Tim Wright got aced out in a close one by Rick Holmes (outa' sight). They both got the bird.

and went on for his fourth win in as many weeks and Big John Grant (Yam) hanging on for the second place honors.

The 250 Experts saw Steve Deitz and Shane Scott battle for the lead position with Deitz holding on for about two laps. Scott tried to make his move on Deitz, putting both of them on their heads. Mike Miller (Bul) made his move and took over the lead for an easy win with Craig Van Dale (Suz) coming up for the second.

Chris Sauer rode his 125 YZ in the 200 Junior ranks tonight and really made his presence known. Lacking a good start he moved up to second place and almost passed eventual winner David Nakao (Bul) at every corner, but Nakao held on to the groove and never made the mistake that Sauer needed and Chris had to settle for the second.

After a lengthy delay that put both John McBroom and Mark Dever out for the night with some minor injuries, the restart of the 250 Novice class saw Mike Stark (YZ) jump to a good lead over Bob DeFehr (H-D) and Hayden Campbell (Oss). Stark and DeFehr maintained their one-two positions. Campbell came out of the last corner for the third and was centerpunched and kicked extremely hard by Dan Martin of Chico who had been warned previously of rough riding and was black flagged. Campbell took home third place.

Al Young of Young Enterprises donated a very nice trophy bag to the winner of the largest class, the 250 Novice, and $10 gift certificates to the other class trophy winners. Thank you Mr. Young.

Results in Results Section.

"Turkey" race at Peaceful Cove - getting the bird the hard way

By Marty Gregory

BOISE, IDAHO, NOV. 24

The Owyhee Motorcycle Club's regular motocross was something special this Sunday and the larger-than-average turnout showed it! Instead of the usual trophies, this pre-Thanksgiving event featured 33% turkeys for the winners and the competition for the birds was fast and furious!

An exceptionally large group of out-of-town riders came to do battle. Traction was superb all around and there was no dust. It was the sort of course that made a person wish he was riding instead of watching.

The hotshoes from Burley, Idaho, Rick Holmes (YZM) and Greg Martin (Mai) showed up to ride for gobblers and both men went home with a Thanksgiving dinner for their families. Greg Martin's consistent gassing took him to second overall in the Open Expert ranks behind the Monoshocker of bearded Danny Renk. Martin aced out Dan Gehring who is currently riding a Dillon Cycle Sales sponsored Rokon (!!). One of the more casual MX observer/experts pointed out that the reason Gehring wasn't going any faster was that his shifter must have broken and he seemed to be stuck in just one gear!

The best race of the day (and probably the best race seen all year at Peaceful Cove) was the second moto battle between Tim Wright, the '74 Idaho State Champion, and Rick Holmes in the 250 Expert class. From the initial blast down the starting chute, the pair was within spittin' distance for the entire moto. The Wright's Honda seemed to give away just a touch of power to Holmes' YZM, but there weren't any straights long enough for Rick to capitalize on this. Holmes led at first only to be passed by Timmy for a brief lead. Rick recaptured the lead on the short straight at the finish line and held off the determined charge of Wright for the remainder of the race. At the checkered flag, the pair was separated by a scant second or less.

One of the highlights of the day was the Old Duffers class which had a lot of dads wearing their son's jerseys and riding their bikes. Walt Horsewood came around in first the first lap but seemed to tire and fell back into the pack. Lew Alter, Sr. picked up the pace on his Husky amidst the cheers of his family (including his son who was flagging). In the end results, it was Roger Cornell (Hon) winning out over Chuck Krall (Hus).

Results in Results Section.

Pomeroy wins Mini-show

By W. H. Spencer

PT. RICHMOND, CAL., NOV. 22

Combining social function and some fun racing with a $500 purse and the Second Annual Richmond Ramblers M.C. Grand Prix was the hit of the season. Nearly 2000 people came to watch and meet with the Trans-AMA racers getting ready to perform at Carnegie on Sunday.

Bad Brad Lackey led out the heat race proceeding with a win over Mike Faria, and Ken Zahrt won the second with Dave Faria beating out a falling Frank Gillespie who started the holiday season early, about the time the National season ended.

Bill Calicura took the third heat making for the only non-motocrosser to make it to the dash as Jim Pomeroy won the fourth heat in grand style. The five laps of dashing was a riot with lots of giggling and pushing and kicking but Ken Zahrt took the win, an old Fremont Raceway trophy and the young girl that went with it. He did manage to come back for the main, though.

Lackey lined up on the pole for the 25 lap finale with Calicura and Pomeroy next to him. Zahrt was to be sandwiched in the middle but somehow made some sort of second row behind Lackey looking for a hole shot that very nearly worked. The start had most of the assembled in stitches as jumps and false moves made for hysterics but when Bad Barney finally got it going, it was a dilly. Zahrt had a good jump from the back but missed a shift, Lackey missed something and Weinert came out the leader with Zahrt and Lackey battling each other for second. Weinert moved his factory 90cc, ha-ha, Kaw off to a goodly lead after one lap and then gave up the whole works on the start of the second go-'round.

In the first turn of lap two he tried a berm shot and stalled. In the process of trying to get going, he hit Zahrt who fell into Lackey who was trying to pass the two. As Lackey fell under the weight of the two others, he yelled some nasty stuff and Pomeroy went by for an easy win over Mike Faria and Harry Dring. A really wild show for all those who attended and it should get better as the years progress.

Results in Results Section.

Fun and giggles time as Bad Brad and Bimbo test their new factory rides for the next energy crisis. Brad laughed so hard he fell off, so they say.

W. H. SPENCER

Short, sweet and no dust

By Curtis Randoll

FOUR CORNERS, CAL., DEC. 8

It isn't often that desert racers are treated to a race without dust, but it happened this weekend at the 100's M.C. Hare Scrambles.

The bomb run was uphill and only about three miles long. After the banner went down, it took the leaders about five minutes to get to the bomb. Leading at this point was Benny Padilla, followed by Bill Becker of the Rovers. Third and first lighweight to the smoke bomb was Dave Lapraik. Number 44X was fourth, with Wayne Cook close at his heels.

First Novice to the bomb was Tracy Walters on his Suzuki, but he never made it to the checkered flag.

Fifty-one minutes after the banner dropped, Kevin Hasten, on his Coast Moto-cycle sponsored CZ, pulled into the Rimrunners' pits. He had no sooner gotten off the gas cap when Benny Padilla came down the course looking for his pits. Bob Ballentine, like Hasten, came from nowhere and worked his way up to third overall, with Dan Dawson, on his Mission Hills tuned Husky, following him. Dave Lapraik and Wayne Cook were fifth and sixth overall, and the first two Checkers through. First Trailbike through the pits was Larry Roeseler, followed by Charlie Hamill, who overshot his pits and had to turn around.

The first Novice through the pits was Tracy Walters, with Mark Harris about 30 seconds behind. Next Novice through was Lucky Merrit. Scott Pfeiffer, later destined to go on to win, ran fourth through the pits. Bob Glenn was fifth overall and third 250 Novice, followed by Bill Warren and a Number 1134 whom I didn't recognize. Tom Kelly, Doug Trager and D. Weinsteid were next, with Kelly running first 175.

Since the Trailbike Novices only went one loop, they were the first riders to finish. First one in was Mike Hosch, with a two-minute lead.

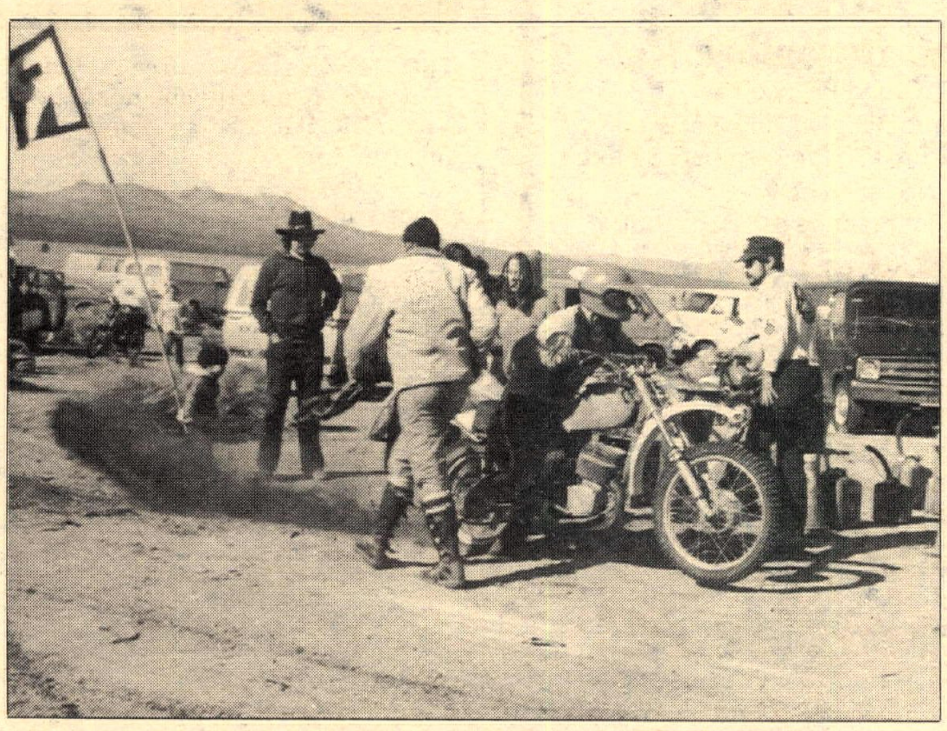
After about 15 Trail Novices had finished, Kevin Hasten pulled in for the overall win, with about a one-minute lead over Bob Ballentine on his Husky. Benny Padilla, who challenged Hasten's lead a few times on the second loop, broke the frame on his Monoshocker and dropped back to seventh overall and fifth 250.

First Trail Expert Larry Roeseler, managed to sneak into the top 20 overall. Trudy Beck finished first girl again today, with Lynette Zuber finishing second. It looks like Trudy has number one all sewed up.

While all the class winners were busy congratulating each other, one of the bravest riders was still out on the course. Sitting on the starting line of a desert race may be no big deal to most of us, but to nine-year-old Tommy Hodgins, in his first race, it was probably a big thrill. Tommy got a good bomb run on his mini-sized Suzuki and was seen heading for first check with his neighbor, Gary Pesselt trying to catch him. He finished the required one loop and earned his first finisher pin.

Results in Results Section.

Dirt squirts at the Rover pits as their man gets away with a full tank and (hopefully) an empty bladder.



California Graffiti

By Terri Buchanan

CORONA, CAL. NOV. 22

Palm Springs conquered Norte Vista and four other high schools as Dale Tuebner directed another exciting Friday night High School Motocross at Corona Raceway.

In the 125 Senior class George Forte (Norte Vista) took firsts in all three motos, with Tommy Burt pulling straight seconds for Hemet. Corona's Rick Sherman placed third overall.

Forte showed up in the 175 Senior class, doing great in the first two motos, but had to drop out of the third when his chain broke. Ken Trask found himself two seconds and a third to bring in a first overall for Palm Springs. Forte took second and Bill Weir, third, adding to Palm Springs' ever growing stack of points.

250 Senior Stan Flanders from Eisenhower, brought in firsts in all three motos, with no competition from Palm Springs' Nick Barrick or Kurt Strommer, also from Eisenhower. Barrick and Strommer struggled with each other through each race, Barrick winning second overall.

Barrick showed up again in the Open Senior/Intermediate class to take a first in moto one. Jim Wright (Corona) won in the second moto, and Hemet's Ritchie Arrietta took the third. Arrietta claimed first overall.

Results in Results Section

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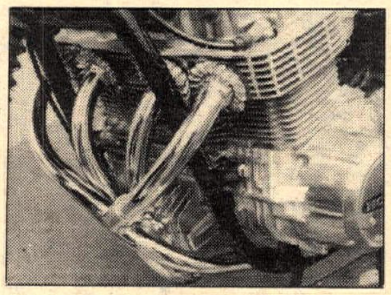

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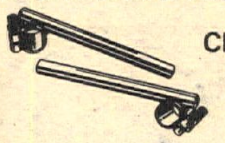

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"On Any Sunday"

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Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

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Rawhide Park, Elsinore, CA. All classes. 714/689-0871. See also indiv. date listing.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy El T[illegible], E. 13 mi. Fir[illegible] open classes, me[illegible]. Open 7 a.m., race 9. 714/586-7964.

$1,000 purse Dec. 29

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

CMC MOTOCROSS
Metro Cycle Park. 38th Ave. & Broadway, Phoenix, AZ. P.O. Box 9628, Phoenix, 85068. Entry $7. $10 Pro. Cash to Pros. Race 9:30 a.m. 602/992-9429.

WINTER SCRAMBLES
Cycle Land Speedway, 14 mi. S. of Chico on Hwy 99E. All classes, minis. Sign up 8am, prac., 10, race 12. $2.50 ride or watch, $2 rider entry fee. 916/342-9302, 342-4552.

ADRA MOTOCROSS
Arizona Desert Rcwy. 9 mi. W of Avondale, AZ. on Hwy 80 to Airport Rd. Min. $300 purse. Prac. 7:45 am, race 9. All classes except AM/EX prac. 2 pm, race 2:30. 602/252-1900.

1st Sunday

FREE SAFETY CHECK
Hacienda Honda 507 N. Azusa Ave. btwn Pomona & San Bernardino Fwys. La Puente, CA. Free safety insp. 12-3 p.m. Also free consumer cycle maintainance class. 3-5 p.m. 213/968-6461.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave. btw. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Signup 7:30-8:30 am. Entry $3.50. Gate $2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for points trophy and perpetual trophys for all hi-desert. 714/246-6109.

TT SCRAMBLES
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. No cards rqd., all classes. Must have sil. & number plts. Ex. p.b. Prac. 9 a.m., race 10. 805/529-9546.

4th Sunday

SRAC TT
Lafayette, Colo. 16 mi. N. of Denver. Take I-25 N out of Denver to Hwy. 7, W 4 mi., gate on L of Hwy 7. 11am start. $5 A riders, $3 B, Nov., mini, PP. 303/427-2851, 443-0825.

R.A.C.E. HSMX
Corona Rcwy., Corona, CA off Hwy 91. Only schools invited may enter. $3 entry. Open 5 p.m., race 7. 714/689-1913.

NMA NIGHT MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac 6:30 pm, race 7:30. Entry $3 memb. Racing on separate course from HS course at same time. Watch both for $2.50. P O Box 388, Corona, CA. 714/735-1705.

Every Saturday

CMC NIGHT MX
Woodburn Dragstrip, 1½ mi. W. of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 p.m., race 7. 503/654-1369 or 982-4461.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes, memb. rqd. Open 7 a.m., race 9. 714/586-7964.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy 71 & Lugona Av. Ride/Watch $3/$1.50. Sil. Rqd. Camp free & prac. Sunday $1.50, sign 6 p.m., race 8. 714/826-2386 or 714/674-5383.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Must be over 18 with ID or have notary card on file. Sign 6:30 p.m., prac. 7:30. 714/657-3678.

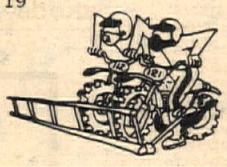
MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mil entry. $6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

1975 Florida Winternationals Motocross Series

Dec. 14 & 15	Bradenton, FL
Dec. 28 & 29	Wausau, FL
Jan. 4 & 5	Inverness, FL
Jan. 11 & 12	Hollywood, FL
Jan. 18 & 19	Hilliard, FL



Every Tuesday

OPEN MX PRACTICE
Saddleback's Rcwy. at OCIR, Irvine, CA. $2 per bike. Open 10 a.m., close 5 p.m. 714/559-0581.

Every Wednesday

R.A.C.E. HALF-MILE
With TT & Short Track alt. wks. Corona Rcwy., Corona, CA off Hwy 91. All classes, mini-Open. 30% brass. Open 5:30 p.m., race 7:30. 714/735-1705.

Every Thursday

HS MX
OCIR MX circuit, Irvine, CA off I-5. Open 5 p.m., race 7. 714/559-0580.

Every Friday

AMC NIGHT MX
Orange Cnty. Int'l. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $5, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 p.m., race 7:30. 714/532-3923.

OPEN PRACTICE
MX & Spdwy., Saddleback's Rcwy., OCIR, Irvine, CA.

D-36 INDOOR SHORT TRACK
San Jose Fgds., San Jose, CA. All Sptsm. classes & minis. $3 ride or watch, kids 6-12 $1. Sil. & kill butt. rqd. Rider ins. 50 cents ex. Open 4 p.m., prac. 5, race 6:30. Hi point series. 415/327-4461.

R.A.C.E. MX
Corona Raceway. Corona, CA. Gate open 8:30 a.m., prac. 9, race 10. Mem. not req. $4 memb. $6 non-memb. $2 spec. $8 Ex. 100% payback to Ex, 30% trophies all classes. 714/689-1913.

1st & 3rds Sats.

B.U.M.S. BX
Saddleback Park, Orange, CA. All classes, no hacks. 30% brass, Prac. 9 a.m., race 10. 213/597-0478.

2nd & 4th Sats.

B.U.M.S. BX
Long Beach, CA. 7th & Studebaker. 30% brass. Also bicycle road racing at 3 p.m. Prac. 11 a.m., race Noon. 213/597-0478.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

BIGGIES & SCHEDULES

1975 AMA American Indoor Short Track Championship Series

1/17	Cobo Hall Detroit, Mich.
1/25	Indiana St. Frgnds. Coliseum
2/10	Omni Stadium Atlanta, GA.

1975 URA Enduro Schedule

1/12	Frosty Cactus
3/16	Lame Puppy
5/11	Funduro
9/28	Little Tuffy
10/26	Good Time

URA Info: 213/787-5208

1974-75 Arizona Trials Schedule

1/5	CAT, Phoenix
1/19	CAT, Phoenix
1/26	SATA, Tucson
2/2	CAT, Phoenix
2/16	CAT, Phoenix
2/23	SATA, Tucson
3/2	CAT, Phoenix
3/16	CAT, Phoenix
4/6	CAT, Phoenix
4/27	SATA, Tucson
5/4	CAT, Phoenix
5/25-26	SATA, Tucson

CAT = Central Arizona Trials.
SATA = Southern Arizona Trials Assn.
Info: 602/988-1489.

SoCal Custom Motorcycle & Car Shows, 1974-75

1/17-19 1975	Kern Cntry Fgds. Bakersfield, CA
1/21-2/2 1975	Orange Show S. Bernardino, CA
2/21-23 1975	Warren Shwgrds. S. Barbara, CA
3/14-16 1975	Cmm'ty Conc'se. San Diego CA
4/18-20 1975	Sports Arena Los Angeles, CA

1975 D-37 Competition Schedule

1/5	End	CRC
1/5	Scr	Jackrabbits
1/12	HH	Vikings
1/19	HH	4-Aces
1/19	TT	Sandak
1/26	HH	San Bernardino
2/2	End	Prospectors
2/2	TT	Sandak
2/9	HH	Sledriders
2/9	MX	Dirt Bike Pr.
2/16	HH	Desert MC
2/16	MX	Gripsters
2/23	HS	Badgers MC
3/2	End	Chapparal
3/2	TT	Sandak
3/2	MX	Gripsters
3/9	HH	Invaders
3/16	HS	Brush Busters
3/16	MX	Dirt Bike Pr.
3/23	HS	Spokebenders
3/23	MX	CRC
3/39	HS	Maywood MC
3/30	End	Red Garter
4/6	GP	OCMC
4/13	HS	100s MC
4/13	MX	Dirt Bike Pr.
4/13	Scr	Gripsters
4/20	HH	Cactus Cats
4/20	MX	Starters
3/27	HH	Simi Valley
3/27	MX	Dbl. Xers
5/4	End	Conejo TR
5/4	TT	Sandak
5/11	HH	Dusters
5/11	MX	Starters
5/18	HH	Prospectors
5/18	MX	Jackrabbits
5/18	Scr	Gripsters
5/25	HH	Stumpjumpers
6/1	GP	Viewfinders
6/8	EuSc	Desert Fx.
6/8	MX	Dirt Bike Pr.
6/8	TT	Sandak
6/15	HS	Dustmakers
6/15	MX	Hunt. Bch.
6/22	HS	Sand Sailors
6/22	Scr	Jackrabbits
6/29	HH	Antelope Ramb.
7/13	EuSc	Rovers
7/20	EuSc	Vipers/100s
7/27	HH	CRC
8/3	MX	Simi Valley
8/3	MX	Dirt Bike Pr.
8/10	EuSc	Dst. Donkeys
8/10	End	Dbl. Xers
8/17	EuSc	Capistrano
8/31	EuSc	SoCal MC
8/31	MX	Dirt Bike Pr.
9/7	GP	CRC
9/14	HS	Hunt. Bch.
9/21	HH	Jackrabbits
9/21	TT	Sandak
9/28	HH	Shamrocks
9/28	MX	Starters
10/5	End	Dbl. Xers
10/5	MX	Simi Valley
10/12	HH	Checkers
10/19	HS	Dst. Vipers
10/19	MX	Starters
10/26	HH	Rams MC
10/26	MX	Dbl. Xers
11/2	End	Ckt. Pt. Jubilee
11/2	GP	Hopetown
11/9	HH	Dst. Knights
11/16	HH	SoCal MC
11/23	HS	Desert Squirrels
11/30	HH	San Gabriel
12/7	End	Cal Enduro
12/14	HS	Buzzards
12/21	MX	Dst. Donkeys

December 13-14

NAT'L. INDOOR SPEEDWAY CHAMP. & QUAL. RNDS
Cow Palace, San Francisco, CA. Purse $1500 qual. rnds., $2500 Championship plus overage. Top 32 riders plus reserves from qual. for Championship. Unltd. Prom., P.O. Box 2415, Napa, CA 94558. 707/252-3133.

December 14-15

D-37 LAST CHANCE ENDURO
Limed W from Hy 395 & Randsburg, CA. Virgin trail. Entry $13 both days, $8 Sun. only. Teams add $1 per rider. D-37 blank & 2 SASE to CEA, Bob Childers, 5319 N. Durfee Ave., El Monte, CA 91732. Post entry $15. Dwg. Dec. 4. 8pm at Whittier Kawasaki 213/889-4360.

RIVERBOTTOM GP
Guadelupe Acres, AZ. (Tellier Estates). Limed from 56th St. & Guadelupe Rd. Sun Engineering presents the 5th what-ever. Starter pins, trophys, papers will be req. No D-37 points. Desert terrain, bring your clip, rescue NO. Course/coarse swept. BYO penicillin. One 15-25 mi loop. Motorcycle optional. A lot of Triumps ok with excuse (written in triplicate). Party Sat. nite 12/14 until race time. Race time Sun. after party Sat. nite. (see above). 9447 "A" Alameda Rd. S. Tempe, AZ. 602/838-9308.

Saturday, Dec. 14

DRA SILVER CUP INVITATIONAL
Limed from Lucerne Valley to Soggy Dry Lake. Race by invitation only, top point riders comp. for $500 Silver cup trophy & dual points. Box 2605, Calif. City, CA 93505. 714/373-4647.

MX TT & H-M PRACTICE
395 Cycle Park, on Hwy 395, Adelanto, CA. $1 per rider. 10 am till 4 pm. Snack bar open. No chg. spec. Under 18 must have parent or notarized statement. Helmet & protective clothing. 714/246-6109.

HSMX
Valley Cycle Park, Moorpark, CA. Open to all high school students. Pra. 8 am, race 9. 805/529-9546.

Sunday, Dec. 15

ATA EL TRIAL DE ESPANA
Rawhide Cycle Park btwn. Elsinore & Perris off Hwy. 74. Kids, Powder Puff & vintage sign up 8-8:30 a.m. Ride 9. Beg., Nov., Am., Ex., Seniors, Press & Industry sign up 8-10 a.m. Ex. Exhibition 2 p.m. Results & drawing for new trials bike 3:45 p.m. Info: 213/421-6749, 714/838-0347 or 714/537-5070.

CMC MOTOCROSS
Dunlap Cycle Park, Dunlap, CA. 38 mi. E of Fresno on Hwy 180. Race 9am. Entry Ex $10 mail, $12 post. All others $6 mail $8 post. Free camping, 150% payback to Ex. 2250 E. McKinley, Fresno, CA. 93703. 209/233-1834.

RRA BENEFIT POKER RUN
Texaco Station, Garnet & Jewell St. Pacific Beach, CA. W on Garnet from I-5. Don Diego Fours Benefit for San Diego Co. Heart Assn. Merchants awards, field events, sidecar, at Crown Pt. 2pm. $3 driver, $2 pass. 4656 Pendlton St., San Diego, CA. 92109. 714/270-1341.

NRA SANTA CLAUS MX
Indian Dunes, Valencia, CA. Shadow Glen course. 100% trophies same day. Cash to pros. Super trophies to 1st in class. All classes $8 (sportsman), $10 pros. Non mem. $1 extra. No mail entry. 714/689-6114,259-8000.

D-37 HARE SCRAMBLES
Fremont Valley, limed from Four Corners. Start 9 am, entry $5. 2-36 mi. loops, finisher pins. G.P. finish, trail nov. 1 loop. Buzzards MC 1857 Estrella, Monrovia, CA. 213/447-4213.

TT OPEN PRACTICE
Perris Rcwy., Perris, CA. Entry $3.50. Open 9am. Prac. 10-2. Ambulance at track. Must be 18 with ID. P O Box 371. Perris, CA. 92370. 714/657-3678.

MOTOCROSS
Fly-N-Raceway, Thermal, CA. From Indio take Indio Blvd. to Hwy 86. L on Airport Blvd. Look for sign. Entry $5. Start 9am. Super 2 ft. gold, all classes. 81375 Fuchsia, Indio, CA. 714/347-3185.

OBSERVED TRIALS
City of Phoenix Pks. & Rec. Dept., & C.A.T. Phoenix, AZ. Located on 7th St., 3 mi. N of Bell Rd. Deer Valley Cycle Park. Entry $3. Watch free. Trophies in all classes. Helmet req. Registration 9 am. Riders meeting 10:30, start 11. 602/262-6725.

HILLCLIMB
Saddleback Park, Irvine, CA. $5 entry, sign up 7am, climb 10. Stock & mod. classes. Sil. & thong-type kill swit. mand. Saddleback Hillclimbers Assoc. 5257 N. "I" San Bernardino, CA. 714/882-0055.

B.O.S.S. CMC EURO. SCRAMBLES
Plymouth Rcwy., Plymouth, CA. Gate open 7am. Minis, 100, PP race 8:30. 125 Nov, Int., Ex., race 10:30. 250 Nov., Int., Ex race 12:30. Open Nov., Int., Ex., & Old Timers-Vets race 2:30. Sign up closes 30 min. before each race. Entry $7 mail, $9 post. Spec. $3. 2438 El Lujo, Rancho Cordova, CA. 95670. 916/362-2796.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. $500 guar. Pro purse. No mail entry., $12 Pro, $6 all others. 30% brass (2 ft. trophies). Gate opens 7am, prac. 8, race 9:30. $2 extra non-memb. $3000 rider med. cov. Sil. req. 714/532-3923.

CRC MX
De Anza Cycle Park, E. of Riverside, CA. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

CMC MX
Argyll Park, Dixon, CA. 12 mi. S. of Dixon on Hwy 113. Gate open 6am, sign up 6:30-8, prac. 8-8:45, race 9. Entry $6 mail, $8 post. Pro-Ex $15 post only. CMC Sacramento, P O Box 41233, Sacramento, CA. 95841. 916/481-4488.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CHRISTMAS TREE RUN
MDRA. Ponderosa, CA. Ave. J at 143rd. E Lancaster. Hwy 14 to Lancaster. Start 9am. $8 entry. 30% brass, finish pins, full pts., no memb. req. Free camping. Free tree to each 1st in class. 805/947-1249.

BCA COMBO-CROSS
Valley Cycle Park, Moorepark, CA. Entry $10, Ex. $15. Race 9am. 50% trop. $500 purse for Ex. 805/529-9546.

CMC MOTOCROSS
Sunnyvale PAL. Hiway 237 to Caribbean Dr., Sunnyvale, CA. Gate opens 6:30am, prac. 7:30, race 9. Entry $13 Ex. $7 Jr. Post entry only. 408/732-1197, 739-1807.

COMBOCORSS
Valley Cycle Park, Moorpark, CA. Sil., number plates req. No mem. All classes. $500 Ex purse. 50% trophies to sportsman. Gate open 7am, prac. 8, race 9. 805/529-9546.

CMC
European Scrambles. Summitt Cycle Park. Hi 175 btwn Hapland & Lakeport. Hopeland, CA. Mail entry $6, post $9. 5332 Blue Lakes Rd. Upper Lake, CA 95485. 703/485-7560.

DRA RARE DESERT SCRAMBLES
A combination of all desert scrambles. Limed from Lucerne to Soggy Dry Lake area. Last point run of 74. DRA points, money & trophies. 1st race 0-200 Beg., PP & Minis 8 a.m. 250 & Open Beg. 9:20, all Nov 10:40, all Am & Ex 12:20. P.O. Box 2605, Calif. City, CA 93505. 714/373-4647.

ESCAPE COUNTRY'S TRACK IS POPULAR FOR GOOD REASONS

- HOME OF THE FIRST DAY CLASS
- ONE OF THE SAFEST TRACKS
- RACING FOR AS LITTLE AS $3.00 [Plus Gate Fee]
- 1000 DOLLAR PURSE EVERY MONTH
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For More Information Call: [714] 586-7964

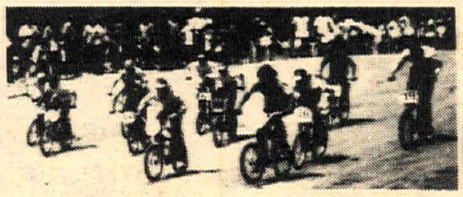
Hang Gliding

SCHOOL-SALES-RENTAL

Motorcycling

RIDING-RENTALS
MX RACING SAT. & SUN.

Bicycling



MX RACING SUNDAYS

RENTALS

Fishing

OPEN 7 DAYS A WEEK

NRA Santa Claus MX
Sunday, December 15
Indian Dunes
Shadow Glen Course
100% Trophies
same day
Cash to pros. Super trophies to top 10% in class.
All Classes $8 (sportsman). $10 Pros.
Non-members $1 extra. No Mail Entry.
714-689-6114 805-259-8000

ESCAPE COUNTRY
$1000 PURSE MX DECEMBER 29
Lower weekday prices: $1 per person $1 per motorcycle
714-586-7964

DRA Desert Racing Assoc. Presents
THE FIFTH
SILVER CUP INVITATIONAL
by invitation only
Top Point Riders
Saturday, Dec. 14, 10 a.m.

Sunday, December 15
THE FIFTH
RARE DESERT SCRAMBLES
comb. of all desert events.
Beg: 0-200cc. . .8 a.m.
Beg: 250 & Open. . .9:30
Nov: All. . .10:50
Am/Ex: All. . .12:30
20% Trophies; Pins, Points
$100 Overall, $50 2nd, $25 3rd.
Am-Ex Race Only
No money to Pie Plate riders
$50 1st Amateur, $25 1st Novice
$25 1st 0 – 200.
Limed from Lucerne to
Soggy Dry Lake area.
Communications, Ambulance,
Catering & Photos
INFO: 714-373-4647

Pathfinders M.C. of Fresno
presents the 1st Annual
Dunlap Grand Prix
Sunday, Dec. 29
All classes
20% Trophies Finisher Pins
$7 Mail entry, $10 Post
Info: 209-431-4688
or 209-266-9528

CRC Motocross
100% Trophies
DeAnza Cycle Park
December 29
714-689-6114

CALENDAR

MOTOCROSS
Sage Park, CA. Halfway btwn. Red Mountain & Ridgecrest Hwy 395. $5 entry, 10 am start. All classes gates open 7:30. Santa Claus will be there too! Rt. 714/377-4619.

D-36
BENEFIT SCRAMBLES
Pioneer Rodeo Grns. Oakdale, CA. For Freeman Dobbs family. Semi-Pro event by Oakdale MC. 96000 Pioneer Blvd., Oakdale, CA. All classes-mini & pee wee bikes. Sil. req. Open traction. Entry $5 Ex. $2.50 all others. $2.50 watch. Signup 7:30-10:30 am. Race noon. 209/869-1457.

Saturday, Dec. 21

AME MX
CHAMPIONSHIPS
Indian Dunes, Valencia, CA. 28700 Henry Mayo Dr., Valencia, CA. 91355. 805/259-8000.

TT & H-M PRACTICE
395 Cycle Park on Hiway 395, Adelanto, CA. $1 per rider. 10 am till 4. Snack bar open. No chg. spec. Under 18 must have parent or notarized statement. Helmet & protective clothing. 714/246-6109.

December 21-22

P.I.T.S. TRIALS
SCHOOL
Democrat Hot Springs, CA. E on Hwy 178 - 25 mi. from BKFD 13 mi. from mouth of canyon. Entry $10 both days. Half of fee must be sent in before Dec. 15 for reservations. 8am till 4, 2 till dark. 3000 Caliente St., Bakersfield, CA. 93306 . 805/871-3075.

Sunday, Dec. 22

CMC MX
Cal-Cross, Carnegie Cycle Park, Livermore, CA.
Corral Hollow Rd. Gate open 6am, prac. 7:30, race 9. Entry, $15 Ex, $7 Jr. Post entry only. 408/732-2752.

NRA MOTOCROSS
Valley Cycle Pk., Moorpark, CA. 30% brass same day. 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

P.I.T.S. TRIALS
Democrat Hot Springs, E on Hwy 178 - 25 mi. from BKFD - 13 mi. from mouth of canyon. $4 memb. $5 non-memb. 9am sign up. 3000 Caliente St., Bakersfield, CA 93306. 805/871-3075.

CRC MX
Indian Dunes. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Mem. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.
$500 guar. Pro. purse.

AMC MX
Saddleback Park, Orange, CA. No mail entry. $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 30% brass same day. 100% Ex p.b. Open 7:30am. prac. 8, race 9:30. Sil. req. 714/532-3923.

SANTA CLAUS MX
Plymouth Rcwy., Plymouth, CA. Gate opens 7am. First race 9. $6 mail entry, $8 post. Ex post only $15. 100% p.b. to Ex. 30% trophies to all other classes. 2438 El Lujo, Rancho Cordova, CA. 95670. 916/362-2796.

FREMONT RACEWAY
MARATHON
Freemont, CA. Gate open 8:30 am. 125/9:30, 250/noon, Open/2:30. $6 ride, $1.50 watch. No lic. req. 2 man - 2 hrs. 1½ mi. course. 25% brass. 415/327-4461.

Official AMA Grand National Championship & Camel Pro Series Schedule

Date	Location	Race Type	Purse
Jan. 31	Houston Astrodome Houston, Texas	TT	$16,000
Feb. 1	Houston Astrodome Houston, Texas	S-T	$16,000
Mar. 9	Daytona Int. Speedway Daytona Beach, Fla.	RR	$67,000
Apr. 12	Texas Stadium Dallas, Texas	S-T	$14,000
May 18	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Jun. 1	Road Atlanta Gainesville, Geor.	RR	$27,000
Jun. 7	Louisville Downs Louisville, Ken.	H-M	$16,000
Jun. 14	Delaware St. Fairgrounds Harrington, Del.	H-M	$14,000
Jun. 22	Ohio St. Fairgrounds Columbus, Ohio	H-M	$16,000
Jul. 12	Mt. St. Helens MC Grnds. Castle Rock, Wash.	TT	$15,000
Jul. 26	Ascot Park Gardena, Calif.	TT	$14,000
Aug. 3	Laguna Seca Raceway Monterey, Calif.	RR	$27,000
Aug. 10	Peoria MC Grounds Peoria, Ill.	TT	$15,000
Aug. 15	Santa Fe Park Chicago, Ill.	S-T	$14,000
Aug. 17	Vigo Cty. Fairgrounds Terre Haute, Ind.	H-M	$14,000
Aug. 23	Indiana St. Fairgrounds Indianapolis, Ind.	Mile	$16,000
Sep. 7	New York Fairgrounds Syracuse, New York	Mile	$16,000
Sep. 13	Toledo Raceway Toledo, Ohio	H-M	$14,000
Sep. 21	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Sep. 27	Ascot Park Gardena, Calif.	H-M	$14,000
Oct. 5	Ontario Motor Speedway Ontario, Calif.	RR	$40,000

December 23-24

RUSS DARNELL
MX SCHOOL
Indian Dunes, Hwy. 126 nr. Valencia, CA. Two day course. 9 a.m. — 3 p.m. both days. $25. Gift cert. avail. 213/367-1722.

December 26-27

RUSS DARNELL
MX SCHOOL
Valley Cycle Pk., Tierra Rejada & Hwy. 23 So. of Moorpark, CA. Two day course, $25. Gift cert. avail. 213/367-1722.

Saturday, Dec. 28

DRA 20 MULE
TEAM 200
Start & finish at Calileo Park, California City. 200 miles off-road bike race -all bikes. 60% riders pay back. $200 entry, team or solo. 4 fifty mile loops. $12,500 purse based on 100 entries. Entries close Dec. 15. P.O. Box 2605, California City, CA 93505. 714/373-4647.

BAJA RACING
ASSOC.
Off Road race. Kilometer 37 — 22 mi. W of Mexicali on Hwy 2. Sanc. by Int. Council Off Road Race Directors. Entry $200. Start 8:31am. Four laps on 48 mi. course.

Saturday, Jan. 25

BAJA RACING ASSN.
First Annual Bike Baja off-road race. 280-mile course. Entry $100. Three classes of bikes & riders. Five bikes start each minute, begin at 9:01 a.m. Box 1803, Calexico, CA z2231. 714/352-3767. 7 a.m.-2 p.m. Mon thru Fri.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

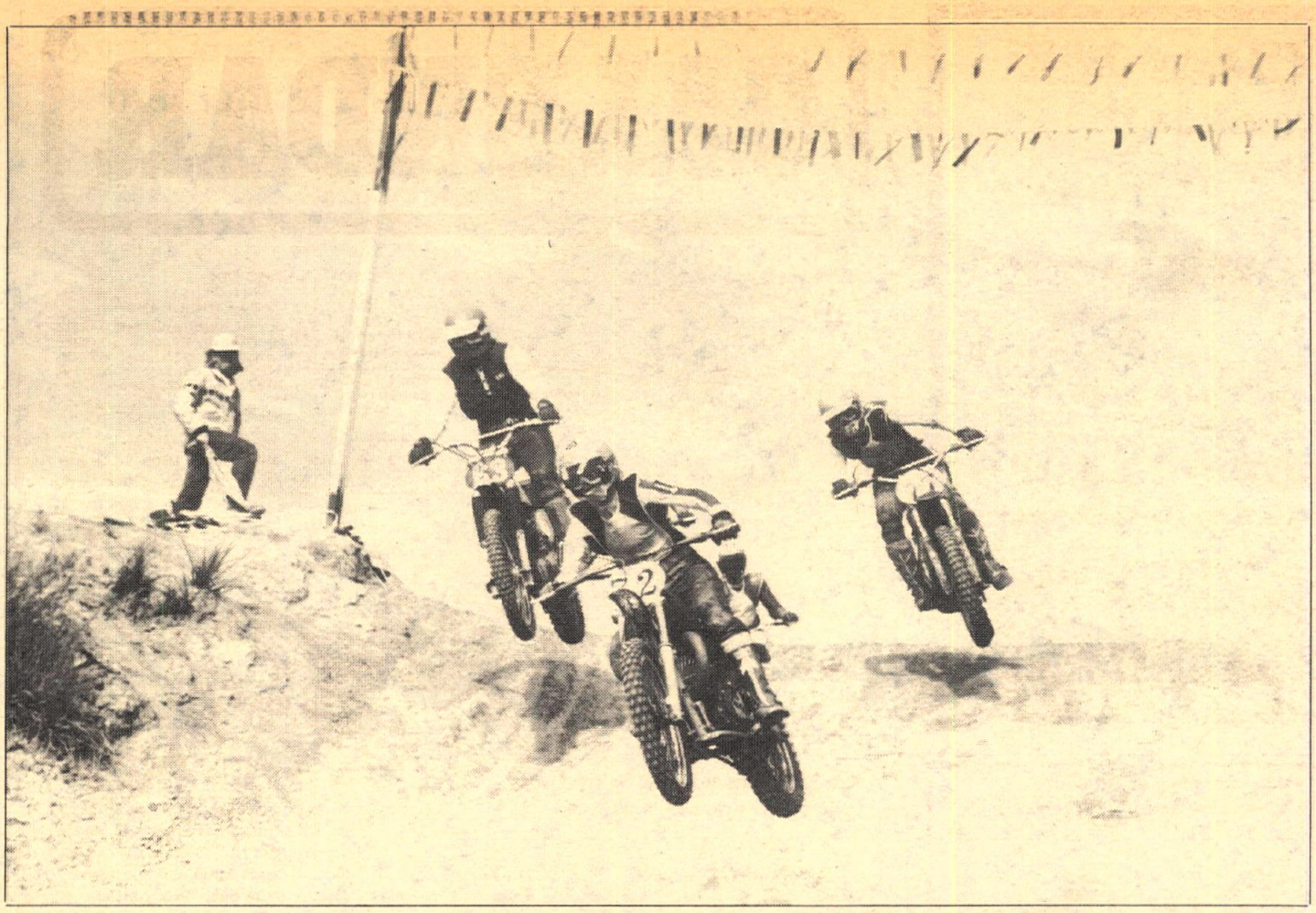
Mailing address _____

How to get there _____

Additional information _____

Your name _____

Number to call for info *(with area code)* _____



Choose your line, throw it off Valley's big dropaway, and hang on — as this "V" formation of A.M.E. riders is doing.

Peterson keeps right on going

By Tim Mickey

SUNNYMEAD, CAL., NOV. 30

125 Junior Pete Peterson seems to have gotten used to his new Honda and winning, and there was little the pack could do this Saturday to stop him. Pulling everyone into the first turn, he went off in chase of some elbow room while the pack jockeyed for position. 125 Intermediate Herb Carbaugh (Hon) was the closest threat, followed by Ron Cain (Suz), but even at their fastest, they were still being pulled very slowly by Peterson.

In the next moto, Intermediate Gary Cain (Hon) made a determined effort to keep him in sight but wrapped it up with a lay-down in a hairpin section. Carbaugh was there to take over, but Peterson was still way out in front and refusing to slack off. So in the final moto, it was left to another Junior, Brent Price, to try his luck at it by firing his Norris-Roberts Honda off the line and into the first turn ahead of Peterson. It was short-lived, though, as Peterson kept up the pressure until he swooped past roughly halfway through. Price tucked in behind him for one of the fastest pursuits of the day, but there was just no way to get by, so Peterson made a cleansweep of things.

Results in Results Section.

Ray Lopez dominates 125 Pros

By Barney Drake

SIMI, CAL., DEC. 1

The new AME people showed their competence by running a smooth, non-interrupted day of motocross at the always challenging Valley Cycle Park.

First moto of the 125 Experts saw Ray Lopez, mounted on his trick C.H. Industries' Penda, grab the lead never to be challenged. As Ray was stretching his advantage, Mark Pillar (Hon) barely held off charging Jeff Black (Hon) as his pipe was beginning to part company with his bike. That's how it finished — Lopez, Pillar and Black.

As the second 125 Expert moto rolled around, it again saw Ray Lopez rocket into the lead. However, second-place finisher Mark Pillar crashed about halfway through the moto, losing out on the top money. Jeff Black seized his opportunity to take over second and ever-present Craig Egerman captured third. Lopez took the first overall cash, Black second and Egerman third.

As the gate dropped and the 250 Experts rocketed out on the track, you were forced to notice an extremely tight battle for first between Mike Sixbery on a Bultaco and Mike Todd on a Cooper. As the moto progressed and the riders stretched apart, Todd and Sixbery were still having it out. Todd slipped by on the inside; however, a few corners later Sixbery washed out, leaving an easy victory for Todd. The overall results were: Sixbery, Hateley (Kaw) and Todd.

Jeff Wright made his comeback in good form on his Mid-Valley CZ, had his work cut out for him. Jeff Blix (Bul) won the first moto as Wright was held up in the pack; but in the second moto Wright grabbed the lead with Blix breathing down his neck. This fierce battle continued until Blix fell, letting Wright capture the overall win. Blix went beserk the rest of the moto and took a third to make him second overall.

Results in Results Section.

Left, Mike Todd third 250 Expert, right, Ray Lopez bagged the 125s.

PHOTOS BY BARNEY DRAKE

High desert racing

By Phil Carpenter

ADELANTO, CAL., NOV. 24

There's no generation gap in motorcycle racing at 395 Cycle Park. In the Senior Citizen's motocross, Larry Keeler of Lancaster powered his Honda to victory over Ronald and Glenn Lott of Hesperia to win the Senior-size trophy. Due to the advanced age of the entrants, usually only half the normal laps are run while the H.R.A. first-aid crew stands on extra alert!

There are two trophies that the high school students are trying to capture. One is a four-foot perpetual trophy donated by B & B Yamaha of Victorville that is won by accumulating points in a series between Apple Valley and Victorville High Schools only. The other is a High School Team Trophy donated each race day by Desert Hodaka of Hesperia to any school in the entire high-desert that accumulates the most team points for the day's race. Today's event saw Apple Valley narrowly top Victorville.

Yamahas dominated the Open Novices as Steve Stewart finally got it all together today to take first place

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JIM MOCK III

If this isn't Wes Evans, it should be.

All kinds racing at Adelanto. Moty-crossy action one week . . .

DAVID RUFFO

And Ron Powell doin' a little off-season TT practice, next week.

NATE JACKSON

Records crash

By Phil Carpenter

ADELANTO, CAL., DEC. 1

Records are made to be broken and at 395 Cycle Park Sunday both rider attendance and TT track records fell. Experts were out in full force from San Diego to Reno for a full day of both TT and Half-mile events.

The first lap in the 500 Expert TT heats was a three-man duel between Yamaha-mounted Mike Laney, Tim Melancon and Earl Roloff. On lap two Laney crossed the finish line at 54 and one-half seconds to lower the track record formerly held by his competitor Earl Roloff at 55 seconds. On lap three Roloff found good traction driving out of turn three to pull alongside Laney as both riders made the spectacular 50-foot jump side by side! Powering into turn five Laney, with a full-lock slide, went high and Roloff dove under to gain a four-foot lead as he lowered the track record another half-second now to 54 seconds.

This set the stage for the Open Expert heats with Triumph-mounted Ron Powell shattering the track record again by one full second where it now stands officially at 53 seconds.

BSA-mounted John Jarrett of Norm's Racing Team stopped the winning brass from track regular Robert McLaughlin.

Results in Results Section.

streak of the Lost Angels M.C. in the Open Novice TT and Half-mile race. Third place in the Open Novice Half-mile fell to Honda-mounted H.L. Custer from Reno while Mike Van Aker, Jr. took third in the TT Main. Both are first timers to the high desert. Lyle Moore of Porterville took the cash in the Pro class as David Cote won his first trophy in the Novice consolation event.

Results in Results Section.

Wes Evans King of the Matterhorn

By Ann A. Powell

ORANGE, CAL., NOV. 24

More than 100 bikes gathered at the base of Saddleback Park's famous Matterhorn. For the first time since last spring, they were going to try their skills on this mountain which holds such a fascination for climbers. And once again the riders were shown that the 'Horn was still as fickle as Lady Luck and demanding as a school marm.

The hill was in great shape, and at the end of the second round of competition, 37 riders had topped the Matterhorn.

By the end of round four there were still 25 riders in contention for class wins, and several more who were relaxing, waiting for the overall elimination to run again. These were the ones who had already won their class.

The starting log was moved again, this time to the 250-foot mark, midway between the first jump and the sandstone face. Still riders went over the top! Class winners remained undecided in several classes.

The final move-up put the start just 40 feet below the sandstone face, at the 300-foot mark. Six riders, ranging from Wes Evans in the 400 stock class to Neal Mackel in the Open were still battling to win their classes. With no run at the steep, glassy slope, no chance for the bike to build to top power, the hill won out. No bike could go over the top.

All the class winners, from 250cc upward, came back to fight for Top Eliminator. All had to make a run from the point where the last class had been decided, the 300-foot mark. Each class winner had one chance to go over the top or to set high mark. No one had yet made it from this point, and some of the smaller class winners even had a problem just getting to the starting line.

The first man off, Vern Collier on a stock 250 Yamaha, managed to get off the line only to come to a halt a mere six feet later. Jim Stufflebeam's 360 stock Yamaha made a good run, 40 feet from the log. This hill was tough!

Wes Evans, on a stock 400 Suzuki, got off the line, got his feet on the pegs and looked like he might go over the top. With a good deal of tacking from one side to the other, he managed to reach well up the sandstone face before coming to a halt at the 369 foot mark. Not even the 750 fuel-burners could best the mark, with Mackel's big Triumph coming closest at 368 feet. But close only counts in horseshoes, not hillclimbing. The big win went to a stock 400 ridden by a top rider. Wes Evans was King of the Hill for today.

Results in Results Section.

Dave Powell, on a 250cc Suzuki, finds that sandstone face just too much. Jim Collier, serving as hook man, makes a dive for Powell's bike while he slides back down the hill and out of danger.

JIM MOCK III

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RESULTS

CRC MX
Elsinore, CA
Dec. 1, 1974
By G.J.

OPEN EX	
Ken Ratzloff	Mon
Ron Blanton	Bul
250 EX	
Greg Done	Yam
John Barclay	Mon
125 EX	
Rob Rollins	Bul
OPEN INT	
Lee Evans	CZ
Miles Strickland	CZ
250 INT	
Dana Peters	Hus
Randy Batsell	Hon
Tim Stevenson	Hon
125 INT	
John Radcliffe	Hon
Ron DiDonato	Hon
Conrad Brooks	Pen
OPEN NOV	
Ken Yarnell	CZ
Hal Hanneman	Bul
Jeff Anway	Hus
OPEN BEG	
Allen Edrington	CZ
250 NOV	
Mike Hill	Bul
Scott Jensen	CZ
Wessley Bachman	CZ
250 BEG	
Louis Springer	Hon
John Hill	CZ
Jonathan Wilson Sr.	Hon
125 NOV	
Mike Raines	Hon
Ken Black	Suz
Monte Perlin	Hon
125 NOV -16	
Andy Northrup	Hon
Doug Lincoln	Suz
125 BEG	
Jeff Foreman	Hon
Steve Arnold	Hon
Pete Hall	Yam
125 BEG - 16	
Jay Powell	Hon
Fred Caldwell	Hon
Steven Hirose	Hon
100 NOV - 16	
Tom Watson	Suz
Thor Hansen	Suz
100 BEG	
Johnny Wilson Jr.	Suz
Mark Shelton	Kaw
Karen Langenberger	Hod
MINI NOV	
Donald Draskovich	Hon
Tony Barbacovi	Hon
MINI BEG	
Billy Evans	Hon
Ken McIntire	Hon
Robert Edmison	Yam
MINI EX	
Kirk Sturgeon	Hon

TT Scrambles
Elsinore Raceway
Elsinore, CA
Nov. 23, 1974

POWDER PUFF	
Teri Tanner	Yam
Karen Karch	Mai
Malia Lipps	Yam
MINI BEG	
Wally Soltz	Hon
Donald Groshong	XR
Mike Diego	Yam
MINI NOV	
Rodney Rapp	Yam
Jeff Abel	Yam
Tony Abel	Yam
MINI AM	
Greg Bell	Hon
Ken McIntire	Hon
Pat Richmond	Yam
100 BEG/NOV	
David Rocha	Kaw
Randy Throne	Yam
John Throne	Yam
125 BEG	
Dan Johnson	Yam
Tim Daniels	Suz
Gene Crownover	Yam
250 BEG	
P. Hetherington	Hon
Larry Thomas	Oss
Tom Avoian	Mon
125 NOV	
Larry Hedstrom	Yam
Jim Strain	Hon
Mitch Zehner	Yam
250 NOV	
Gary Atwood	Yam
Ivan Oden	Yam
Dennis Lane	—
500 OPEN NOV	
Joe Steffen	Yam
Dave Woodrich	Yam
David Skirvin	Yam
SPEC NOV	
Joe Steffen	Yam
Billy Hicks	Yam
Dennis Lane	Yam
125 AM	
Carl Whitt	Yam
Larry Hedstrom	Pen
Steve Schilling	Hon
250 AM/EX	
G. Zehner (AM)	Yam
I. Oden (AM)	Yam
M. Prescott (EX)	Yam
G. Wilhite (EX)	Yam
500 OPEN EX	
Mark Reichert	Yam
Rod Sexton	Yam
R. Plueger	Kaw
SWEEPS	
Greg Bell	Hon
Mark Reichert	Yam
SPEC AM/EX	
Richard Plueger	Kaw
John Spreuge	Hon
Ed Steffen	Yam

DRA Hare Scrambles
Adelanto, CA
Dec. 8, 1974
By Dale Brown

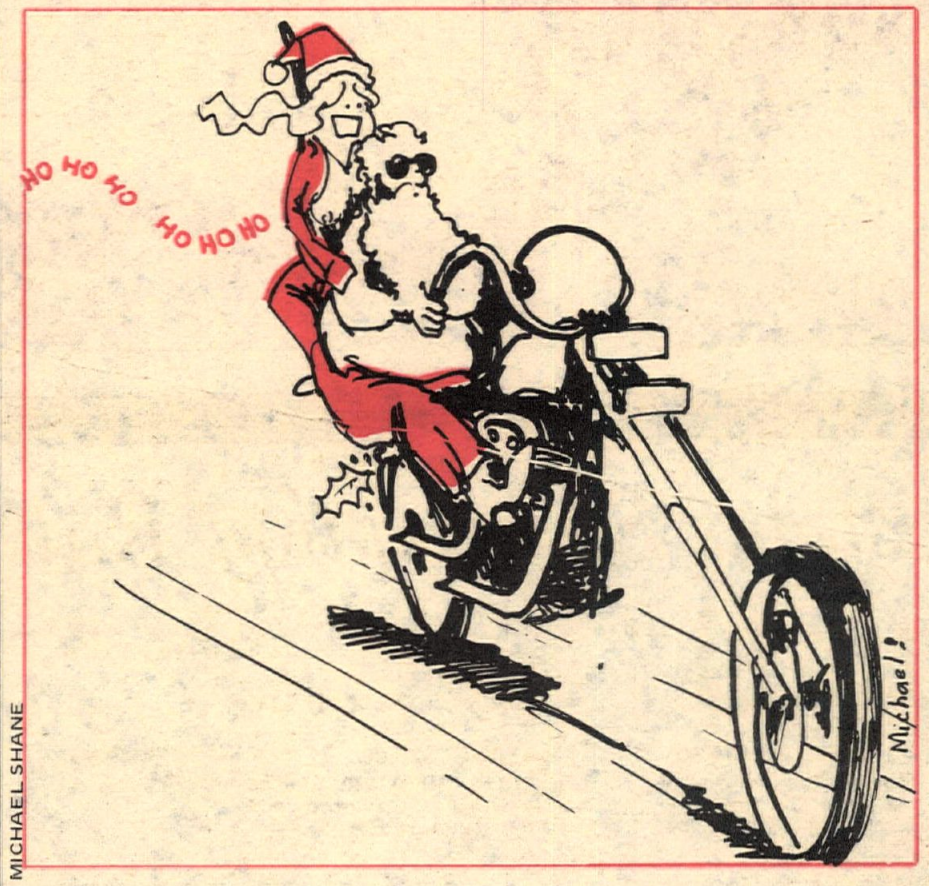
OVERALL	
Mike Johnston 250	Pen
Dennis McEvoy 400	Hus
Rick Shirey 360	Yam
Steve Staatts 360	Bul
Bill Church 250	Yam
Gus Paull 400	Hus
Don Rotundo 400	Hus
0-200	
David Taylor	Hon
OPEN NOV	
Walt Connors	Yam
250 NOV	
Randall Smith	Yam
0-200 NOV	
Eric Spaeth	Hon
BEGINNER OA	
Tony Bono 360	Yam
Jeff Maughan 400	Yam
Art Weekly 175	C-A
E. Bridges	Yam
S. Storer	Yam
S. Madrid	Hon
9-11 83cc STK.	
R. Klatt	Yam
T. Kossuth	Yam
M. Blackburn	Hon
9-11 83cc MOD	
R. Wrobel	Hon
K. Stephensen	Hon
T. Kossuth	Yam
9-11 83cc MOD	
T. Snydal	Yam
P. Denis	Yam
E. Bridges	Yam
12&OVER 83cc STK	
W. Lowe	Yam
D. Bolles	Yam
V. Robledo	Hon
12 & OVER MOD	
R. Colt	Hon
V. Robledo	Hon
W. Lowe	Yam

HSMX
Corona, CA
Nov. 22, 1974
By Terri Buchanan

POWDER PUFF	
M. Williams	—
MINI CYCLES	
Dale Burk	Hon
100 NOV	
Jerri Fringer	Yam
Edward Hubler	Yam
Dewey Carroll	H-D
100 INT	
Dan Smith	Pen
Phil Meyer	Hod
Paul Townsend	Kaw
125 NOV	
250 INT	
Drew Porto	Mai
Dave Baxter	Mai
Kevin Nemire	Yam
250 SR	
Stan Flanders	Mon
Nick Barrick	Pen
Kurt Strommer	C-A
OPEN NOV	
T. McMichael	—
Dale Wilczynski	Yam
Rober Granger	Mai
OPEN INT/SR	
Ritchie Arrietta	Mai
Nick Barrick	Pen
Rory Holladay	Mai

TT Scrambles
Elsinore, CA
Nov. 30, 1974
By Elsie Oden

POWDER PUFF	
Teri Tanner	Yam
Betty Welcher	Yam
Vickie Karrer	Suz
MINI BEG	
Chris Cannon	Yam
Lorn Buman	Hon
Sam Burns	—
MINI NOV	
Steve Griffith	Yam
Mike Ward	XR
Jeff Abel	Yam
MINI AM	
Greg Bell	Hon
Ken McIntire	—
John Murphy	Yam
100 BEG-NOV	
Ken McIntire	—
Brian Burch	Yam
Rich Marckstadt	Yam
Carl Whitt	YZ
Greg Bell	Hon
Tom Demarco	Hon
250 AM/EX	
Bruce Reynolds	Bul
Brad Wooton	Hon
Keven McHugh	Hon
500 OPEN AM/EX	
Don Grigsby	Yam
Mark Reichert	Yam
Jim Redding	Yam
SWEEPS	
Carl Whitt	YZ



MICHAEL SHANE

CMC MX Carlsbad
Carlsbad, CA
Dec. 8, 1974
By John Bethea

MINIS	
Jim McEwan	Hon
Sarkis Spanjian	Yam
Ken Kurtsteiner	Hon
100 JR	
Gary Fukuda	Suz
Val Deilgat	Suz
Jeff Maas	Suz
125 JR DIV I	
David Gerig	Suz
Scott Davies	WTE
Perry Bacino	Hon
125 JR DIV II	
Steve Haase	C-A
Barry Dee	Hon
Darrell Hutchins	Hon
250 JR DIV I	
Mark Jacobsen	Yam
Mike Gibbons	Bul
Greg Tincher	Mai
250 JR DIV II	
James Hanley	CZ
Mike Ramos	Hon
Greg Walsh	Hus
500 JR	
Jim Kramer	Mai
Mike Apple	Hus
Kenneth Yarnall	CZ
125 INT	
Terry Turner	Hon
Mike Palhegyi	Hon
Jeff Tomlin	Hon
250 INT	
Pete Smith	Mai
Tim Wyant	Mai
Dave Doss	Hus
500 INT	
Lynn Vick	CZ
David Tanis	CZ
Rory Holladay	Mai
125 PROS	
Yoshifumi Sugio	Yam
Bruce McDougal	Hon
Mike Bell	Hon
Rick Sheren	Hon
Randy Limbeck	POW
250 PROS	
Gaylon Mosier	Mai
Tommy Croft	Fra
Ray Topham	Mai
Rich Grafton	Yam
Robert Elliott	Hus
500 PROS	
Doug Sherman	Mai
Chuck Sun	Bul
Matt James	Mai
Bob Zingg	Mai
Gene Martin	Mai

100's MC Hare Scrambles
Four Corners, CA
Dec. 8, 1974
By Curt Randoll

OVERALL	
Kevin Hasten	CZ
Bob Ballentine	Hus
Dan Dawson	Hus
Wayne Cook	Hon
Doug Winchell	Bul
Dave Lapraik	Yam
Benny Padilla	Yam
Art Knapp	Hus
Bill Saltzman	Hus
Brent Wallingsford	Pen
500 EXPERT	
Kevin Hasten	CZ
Bob Ballentine	Hus
Art Knapp	Hus
Bill Saltzman	Hus
Ron Bebo	Yam
500 AM	
Bob Holder	Hus
John Taylor	Yam
Bud Adams	Yam
250 EXPERT	
Dan Dawson	Hus
Wayne Cook	Hon
Doug Winchell	Bul
Dave Lapraik	Yam
Benny Padilla	Yam
250 AM	
Rusty Sanderson	Bul
Tom Grant	Yam
Mike Merrick	Bul
Ron McCamish	CZ
Wade Ron	Bul
175 EXPERT	
Andy Kirker	C-A
Garry Conner	DKW
Charlie Barney	Yam
Wayne Lee	Hus
175 AM	
Jim Navman	Yam
Louis Darling	Hon
Mark Kurtz	Pen
Jeff Lambson	Yam
Jack McEvoy	Bul
100 EX	
Larry Roeseler	H-D
Charlie Hamill	Pen
Bob Rutten	Hod
Doug Martin	Hod
Chris Weber	Hod
100 AM	
Robert Myers	Pen
Dave Bowman	KDW
Wesley Arita	Yam
Russ Jenkkens	Hod
NOVICE OVERALL	
Scott Pfeiffer	Bul
Lucky Merriit	Hus
Bill Warren	Yam
Tom Kelly	Yam
Bob Glenn	Yam
Larry Underwood	Hus
Jim Payton	Hus
Paul Baker	Pen
Randy Williams	Hon
Doug Trager	Hus
500 NOV	
Scott Pfeiffer	Bul
Lucky Merrit	Hus
Larry Underwood	Hus
Jim Payton	Hus
Doug Trager	Hus
250 NOV	
Bill Warren	Yam
Bob Glenn	Yam
Weinstein	Yam
Terry Thompson	Mon
Dennis Pugh	CZ
175 NOVICE	
Tom Kelly	Yam
Paul Baker	Pen
Randy Williams	Hon
Steve Gard	Hon
Tim Fagg	DKW
100 NOVICE	
Mike Hosch	Hod
Rex Foushee	H-D
Jeff Robbins	Yam
Gene Theel	Hod
Joe Lockhart	Pen

R.A.C.E. MX
Corona, CA
Nov. 30, 1974
By The Tube

MINI CYCLES	
Bill Bryon	Hon
Mike Taylor	Yam
Bill Lee	Hon
Ted Hoyt	Hon
100 JR	
B. Myerscough	Yam
Terry Stutesman	Yam
Bill Foot	Yam
125 BEG	
Russ Crba	Suz
Glenn Dick	Suz
Greg Wilmoth	Suz
125 JR	
Don Duncan	Hon
W.D. Marcotte	Hon
Chris Harris	Hon
250 BEG	
Russell Millard	Yam
Ted Cheek	Hon
Ron Harriman	Yam
250 JR	
Paul Berquist	Mai
Chuck Hunt	C-A
John Fitzpatrick	Hon
500 BEG	
Dan Davis	Suz
Terry Hampton	CZ
M.S. Slee	Tri
500 JR	
Steve Harris	Mai
Bob Crandall	Suz
Gary Fortney	Mai
125 INT	
Don McIver	Hon
John Morrison	Hon
250 INT	
Joe Schoney	CZ
Ed Trent	Hon
Mike Senczyszya	Mai
250 SR	
Adrian Hernandez	Kaw
500 INT	
Dan Delephant	Mai
David Aleman	Mai
500 SR	
Peter Harrison	CZ

ATA Trials
Barona Indian Reservation, CA
Nov. 24, 1974
By Dick Vasquez

EXPERTS	
Marland Whaley	Mon
Bernie Schreiber	Bul
Martin Belair	Mon
Mike Griffitts	Mon
Geroge Smith III	Hon
Greg Lersch	Bul
Andre Plouffe	Bul
AMATEURS	
Dan Sivadge	Bul
Ron Doster	Bul
Matt Pritchard	Kaw
Rich Hansen	Mon
Lynn Barnes	Suz
Paul Williams	Bul
NOVICE	
Mike Felter	Mon
Keith Pagel	Mon
Robert Stouffer	Bul
Siegfrid Magenheim	Bul
Red Collins	Mon

Atlantis Park
Garden Grove, CA
Nov. 24, 1974
By J. Denis

PEEWEE BEG	
J. Spraggins	Ind
S. Spraggins	Ind
T. Yonce	Ind
PEEWEE NOV	
K. Kossuth	Ind
R. Smith	Ind
J. Henry	Ind
6-8 60cc STK.	
P. Denis	Yam
T. Snydal	Yam
M. Dunlap	Ind
6-8 83cc STK.	
P. Denis	Yam
G. Madrid	Hon
T. Snydal	Yam
9-11 83cc STK.	
Jeff Middleton	Hon
Chris Patencio	Hon
Dave Polcyn	DKW
125 INT	
Philip Gagnon	Hon
Jay Stranger	Hon
Greg Youngblood	C-A
125 SR	
George Forte	Hon
Tommy Burt	Hon
Rick Sherman	Hon
175 NOV	
Jeff Middleton	Hon
Barry Verdusco	Pen
S. Simmons	—
175 SR	
Ken Trask	Yam
George Forte	Hon
Bill Weir	Yam
250 NOV	
Norman Francis	Yam
Mark Baldwin	Yam
Mark Dunahee	Oss
125 BEG	
Dennes O'Rourke	Hon
Gene Crownover	Yam
Jack Smith	Yam
250 BEG	
Alfred Lord	Bul
Jeff Bidinger	Yam
Art Groshang	Hon
125 NOV	
Teri Tanner	Yam
Jim Strain	Hon
Larry Hedstrom	Pen
250 NOV	
Bob Eary	Yam
Dennis Lane	Yam
Joe Trailkill	Suz
500 OPEN	
Dave Woodrich	Yam
Gene Chandler	Yam
Dennis Lane	Yam
SPEC NOV	
Dennis Lane	Yam
125 AM	

Las Vegas MX Club
Official Results
Nov. 24, 1974

MINI BEG 60-80	
Tracy Kremple	Suz
Brad Davis	Yam
John Arriola Jr.	Ind
MINI NOV 60-80	
Terry Cartwright	Hon
Ron Wickliffe	Hon
Steve Stidham	Yam
MINI AM/EX	
Doug Gregory	Hon
Robin Harris	Hon
David Thomsen	Yam
100 NOV	
Keith Watson	Yam
Doug Williams	Suz
Ricky Holtz	Yam

100 AM	
Kenny Krumme	Yam
125 EX	
Pete Escoto	Hon
Gregg Smith	Kaw
Randy Kimbrough	Hon
125 NOV DIV I	
Sid Tarbett	Kaw
Gino Cursoli	Hon
Martin Ansorge	Suz
125 AM	
Glen Munyan	Hon
Rick Polson	Hon
David Hilton	Kaw
125 NOV DIV II	
Wayne Harris	Suz
Brett Laurence	Hon
Roger Gaskill Jr.	C-Z
OVER 38	
John VanHoove	Mai
Richard Dashley	Bul
Don Fisher	Suz
250 NOV	
Mark Hitechew	Kaw
Bobby Williams Jr.	CZ
Montie Gerber	Pen
250 AM	
Marty Bolzendahl	Yam
Mark Green	Bul
Randy Justice	Mai
250 EX	
Mike Sankovich	YZ
John Malone	Mai
Mel Chapman	Mai
250 BEG	
Joel Catozzi	Yam
John VanHoove Jr.	Oss
Paul Remy	Bul
500 NOV	
Richard Dashley	Bul
Dan Purdy	Mai
Mike Brown	CZ
500 AM	
Erwin Golden	Suz
Randy Brown	Rok
Tom Ellingham	Mai
500 EX	
Jim Keeton	Hus
Tim Soarks	Suz
Mel Chapman	Mai

D-36 1974 Final Points Standings By W. H. Spencer

TOP 20 SCRAMBLES	
Al Yarrow	133
Phil Anderson	109
John Hlebo	100
Duane Yarrow	99
Duane Spence	99
Ted Davidson	78
Kim Jorgensen	69
Pat Brown	68
Ray Huff	60
Dennis Souza	55
Jim Foley	53
Tif Mullenax	50
Dennis Spence	50
Jeff Eide	47
Neil MacDannald	43
Dale Mathers	42
Rick Otto	41
Craig Scroggins	41
Joe Klein	41
Danney Hogue	38
TOP 20 SHORT TRACK	
Rick Delacy	156
Greg Ferguson	132
Mike Faria	124
Fenn Pervier	83
Chris Hudson	68
Jim Hubbard	66
Bob Scally	66
Steve Eklund	64
Chuck Miller	64
Gary Orlando	61
Marlin Stewart	57
Cluff Hylton	57
Jerry Kole	56
Lowell Moural	53
Andy Whitaker	50
Dave Pestoni	50
Manuel Datan	47
Dallas Turner	47
Larry Drew	47
Dennis Robinson	46
TOP 20 MX	
Ed Brown	40
Dan Olson	39
Dan Turner	33
Mark Gibson	25
Kevin Henry	25
Jeff Loff	24
Dave Longcor	21
Pat Richter	18
Brian Jodry	18
Dan Mancino	18
Pat Wilson	16
Casey Vail	15
Kim Adamson	15
Mike Preston	15
Rick Clement	12
Charlie Vollenwieder	12
Lonnie Murphy	12
Charlie Marshall	11
Larry Gurley	11
Mike Midleton	11
TOP 5 MINI BIKE SCRAMBLES	
Brian Thompson	101
Fred Merkel	80
Jon Haan	53
Ricky Ryan	47
Dan Cantoloupi	46
MX—MINI	
Jerry Brown	21
Ron Combs	14
Johnn Bratten	14
Dan Cantaloupi	12
Brad Bruns	12
Jim Carpenter	10
Brandon Butts	7
Leonard Hadlock	7

Escape Country Trabuco Canyon, Calif. Dec. 1, 1974

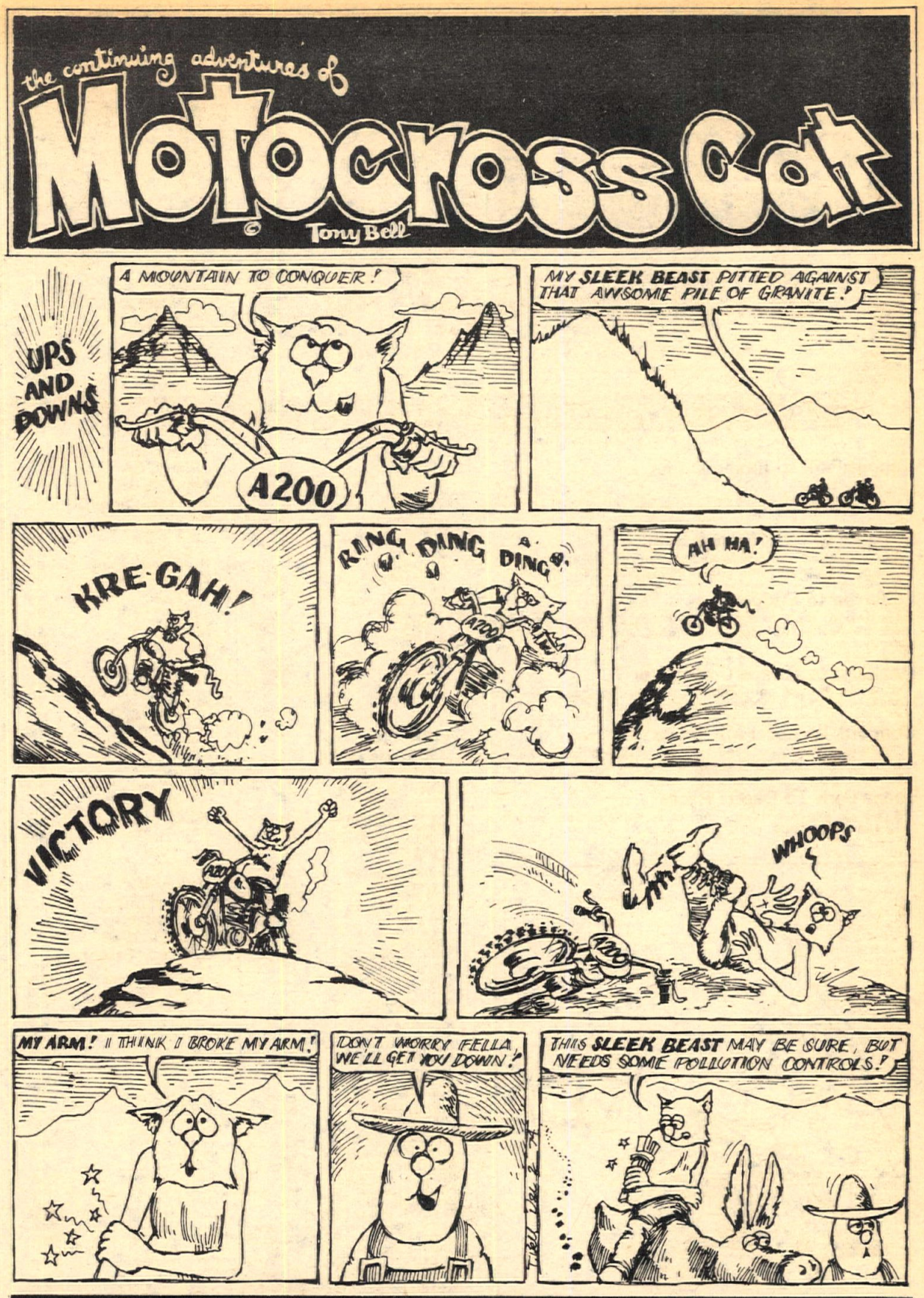
SUPER MINI 1st DAY	
Mark Toyama	Hon
SUPER MINI BEG	
Dean Lange	Hon
SUPER MINI NOV	
Dan Trant	Hon
Andy Guth	Hon
Steve Manesse	Hon
SUPER MINI INT	
Byron Barr	Hon
100 1st DAY	
Jeffrey Russel	Yam
125 1st DAY	
Karl Smith	Suz
Ron Burkovich	Suz
Terry Foughty	Hon
125 BEG	
Archie Bogosian	Hon
Alex Baez	Hon
Larry Morgan	Hon
125 NOV	
Danny Fuller	Hon
Rudy Chavez	Hon
John Reyes	Hon
125 INT	
Gregg Toyama	Hod
250 1st DAY	
Joe Rutiglianao	Hon
Robert Kezer	Hus
250 NOV	
Angel Posca	Hon
Russel Stark	Suz
250 EX	
Paul Bean	CZ
250 BEG	
Wayne Thomas	Pen
George Healey	Hus
OPEN BEG	
Dan Davis	Suz
OPEN NOV	
Randy Cloud	Hus
OPEN INT	
Del Pitzer	CZ
OPEN EX	
Melvin Keck	CZ
PLATES	
Mark Sauer, 250 Beg	
Mark Kerber 125 Beg	
Ron Atkinson 125 1st Day	

AMC MX Saddleback Park Orange, Calif. Nov. 4, 1974

MINI BEG	
Jeff Schones	Hon
Robert Sisk	Hon
Trace Willis	Hon
MINI NOV	
Bryan Jordan	Hon
Cary Faas	Hon
Bryan McConnell	Hon
MINI JR	
TOny Gomez	Ven
Ralph Longo	Yam
MINI INT	
Bryon Antonacci	Hon
Dallas Rebello	Hon
MINI EX	
Chris Cayo	Hon
Doug Nicol	Hon
Kurt Sofka Jr.	Yam
100 BEG	
Dale Himmelreich	Yam
Vick Asbury	Yam
100 NOV	
David Quesada	Hod
Frank Sayeski	Yam
Ken Peters	Suz
100 JR	
Rick Lucas	Suz
Huff Hadley	Yam
100 INT	
Corki Moore	Suz
100 EX	
Scot Clifton	D&G
Steve Gavin	Pen
Scott Wallenberg	Mnk
125 BEG	
Marty Smith	Hon
Russell Hall	Hon
Bob Farr	Suz
125 NOV	
Jed Mendez	Kaw
Mike Braden	Hon
Randy Kendrick	Hon
125 JR	
Mike Raines	Hon
Gary Truesdill	Hon
Rod Guinto	Hon
125 INT	
Allen Williams	Hon
Gregg Toyama	Hon
Jeff Sanchez	Hon
250 BEG	
Jerry Wolfinbarger	Yam
Mitch Alden	Yam
Rick Gurr	CZ
250 NOV	
Ronald Mata	Pen
Bill Stirckland	Yam
Fred Rauh	Yam
250 JR	
Wayne Johnson	Mon
Greg Berg	Suz
Mike Effenberger	Pen
250 INT	
Pat Smith	Mai
Mark Asbury	Yam
Gordon Newman	Bul
OPEN BEG	
Greg Lundquist	CZ
Ron Ryer	CZ
Larry Lund	CZ
OPEN NOV	
Mel Kukel	Mai
Chris MacDonald	Yam
Brad Anderson	CZ
OPEN JR	
Steve Delano	Mai
Robert Cheever	Yam
Alan Cheever	Yam
OPEN INT	
Scott Still	CZ
Dave Brown	Yam
Steve Szueber	Yam
OLD TIMERS	
Tony Cipponeri	Suz
Jerry Fienberg	CZ
125 PRO	
Mark Tyer	FMF
Mike Johnson	D&G
Terry Turner	Hon
250 PRO	
Tim Battenschlag	Mai
Drew Nelson	Yam
Peter Maly	CZ
OPEN PRO	
Jeff Szueber	Yam
Steve Sullivan	Mai
Jack Hazard	Bul

Escape Country Trabuco Canyon, Calif. Nov. 30, 1974

SUPER MINI 1st DAY	
Jay Hulet	Hon
SUPER MINI BEG	
Gregg Waldrup	Hon
Scott Phelps	Yam
SUPER MINI NOV	
Michael Atkinson	Hon
Chris Morey	Hon
100 1st DAY	
Kevin Rafferty	Suz
100 BEG	
Ray Barros	Yam
100 INT	
Mike Vasquez	Hon
125 1st DAY	
Gale Webb	Hon
Rodger Gazelle	Suz
125 BEG	
Tim Hole	Hon
Mike Olds	Hon
Dave Daniles	Hon
125 NOV	
Duane Mapes	Hon
Bill Schmettz	Hon
Mike Chandler	Suz
250 1st DAY	
Tim Grant	Hon



Damian Mendoza	Hon
Jeff Quigley	Hon
250 BEG	
Mark Collier	CZ
Todd Williams	Yam
250 NOV	
Steve Henderson	Oss
Chuck Dupont	CZ
Joe Magazine	Bul
250 INT	
Steve Damron	Yam
250 EX	
Randy Myers	Bul
OPEN BEG	
Robert Moffet	Bul
Steve Olson	CZ
OPEN NOV	
John Easton	Mai
OPEN INT	
Alan Olson	Mai
OPEN EX	
Rich Sanford	CZ

Matterhorn Hillclimb Saddleback Park Orange, CA Nov. 24, 1974 By Ann A. Powell

MINI	
Steve Stith	Hon
Micky Dymond	Yam
Jeff Kenyon	Yam
125	
Tom Turner	Hon
Steve Haase	C-A
Brian Collier	Yam
175	
Alice Hudnall	Yam
250 STOCK	
Vern Collier	Yam
Gary Peterson	Yam
36 0 STOCK	
Jim Stufflebeam	Yam
Ron Thompson	Yam
360 MOD	
Craig Mock	Yam
Bill Estes	Hus
400 STOCK	
Wes Evans	Suz
Kerry Peterson	Mai
400 MOD	
Kerry Peterson	Mai
Wes Evans	Suz
450 STOCK	
Chuck Peterson	Mai
450 MOD	
Craig Mock	Yam
500 STOCK	
Carl Collier	Yam
Ed Shaver	Yam
Clyde Peterson	Yam
500 MOD	
Ed Shaver	Yam
Ken Miller	Tri
Carl Collier	Yam
650 STOCK	
Don Robinson	Tri
John Jeffreys	BSA
650 MOD	
Craig Mock	Yam
Chuck Key	Tri
Ron Thompson	Yam
750-OPEN	
Neal Mackel	Tri
Tom La Rue	Tri
TOP ELIMINATOR	
Wes Evans	Suz

SRAI Dist. 37 Point Run Elsinore Raceway Elsinore, Calif. Nov. 10, 1974

MINI COMB 100 A/E	
Mike Minning (E)	Kaw
Doug Nicol (E)	Kaw
Troy Ingolia (A)	Yam
125 NOV/AM	
Wayne Rainey (N)	Hon
Steve Woskoski (A)	YZ
Gordon Kidd (N)	Yam
125 EX	
Mike Tidwell	YZ
Jeff Springman	Yam
Ricky Naymola	Yam
250 NOV/AM & 200 AM & 175 NOV	
Mark Prescott (A)	Yam
Eddie Beeson (A)	Yam
Robert Melbel (A)	Yam
250 EX & 175 EX	
Steve Fortune	Bul
Mike Tidwell	YZ
Larry Bird	Mon
350-500 OP N/A	
David Rees (A)	Yam
Clyde Bennen (N)	Suz
Bill Carpenter (A)	Yam
500 OPEN EX	
Don Grigsby	Yam
Mark Reichert	Yam
Richard Marquis	Mon
SEMI PRO	
David Rees	—
Bill Carpenter	—
Clyde Mennen	—

HRA TT & Half Mile 395 Cycle Park Adelanto, CA Dec. 1, 1974

HALF MILE	
MINIS	
Pete Hames	Hon
Darren Penrod	Yam
Larry Penrod	Yam
100 NOV	
David Cote	Kaw
Dean Lewis	Yam
John Perez	Suz
125 NOV	
Wally Byers	Hon
Jay Bales	Yam
Jim Siegle	Yam
250 NOV	
Billy Hicks	Yam
John De Brunn	Yam
Frank Tumbiola	Yam
OPEN NOV	
Dana Anderson	Tri
John Jarrett	BSA
H.L. Custer	Hon
100-125 AM/EX	
Mike Tidwell	Yam
Gordon Kidd	Yam
Richie Volk	Yam
250 AM/EX MAIN	
Bill Carpenter	Yam
Mike Tidwell	Yam
Jim Steinback	Yam
500 AM/EX	
Mike Laney	Yam
Earl Roloff	Yam
Tim Melancnon	Yam
OPEN AM/EX	
Earl Roloff	Nor
Lyle Moore	Yam
Ron Powell	Tri
PRO CLASS	
Lyle Moore	Yam
Ken Thubang	Yam
Mike Lupold	Nor
TT	
MINIS	
Darren Penrod	Yam
Pete Hames	Hon
Larry Penrod	Yam
100 NOV	
John Perez	Suz
Cliff Whetstone	Yam
Dean Lewis	Yam
125 NOV	
Jay Bales	Yam
Wally Byers	Hon
Jim Seigle	Yam
250 NOV	
Billy Hicks	Yam
Verne Hill	Suz
John DeBruyn	Yam
OPEN NOV	
John Jarrett	BSA
Dana Anderson	Tri
Mike Van Aker	Bul
100-125 EX	
Mike Tidwell	Yam
Gordon Kidd	Yam
Richie Volk	Yam
250 AM/EX	
Al Glover	Yam
Mike Tidwell	Yam
Craig Armstrong	Yam
500 AM/EX	
Earl Roloff	Yam
Mike Laney	Yam
Dave Baker	Suz
OPEN AM/EX MAIN	
Bob Sanders	Yam
Lyle Moore	Yam
Ron Powell	Tri
NOV	
David Cote	Kaw
Rick Blankenship	Kaw
Gary Powell	Tri

ROUTE CHECK

Inglewood To Anywhere

My van or yours — I like long, challenging trail rides and occasional racing — Call Mike — evenings (213) 672-3444. (49/4x)

RIDES GIVEN FROM SAN JOSE AREA to nearby MX races. Must be sociable and willing to pay part of expenses. Greg (408) 298-7113. (49/4x)

San Diego To MX Races

Have room for 1 or 2 bikes or will share expenses, to almost any motocross race. Mike (714) 222-4710. (39/4x)

Canoga Park to Indian Dunes

Have Yamaha 100 — love to ride, but, need transportation. Any week-end. Will split gas. Age 15. Steve (213) 348-0933. (39/4x)

San Jose to Last Chance Enduro

I'm a Penton rider interested in sharing gas expenses for that long drive south. Bob after 5 (408) 926-9324. (48/3x)

Fullerton to Enduros

Have room for 1 or 2 riders (and bikes) to share expenses. I ride a Yamaha 360 and race Sundays. Jim (714) 529-3185. (48/2x)

Anaheim to Escape Country or ?

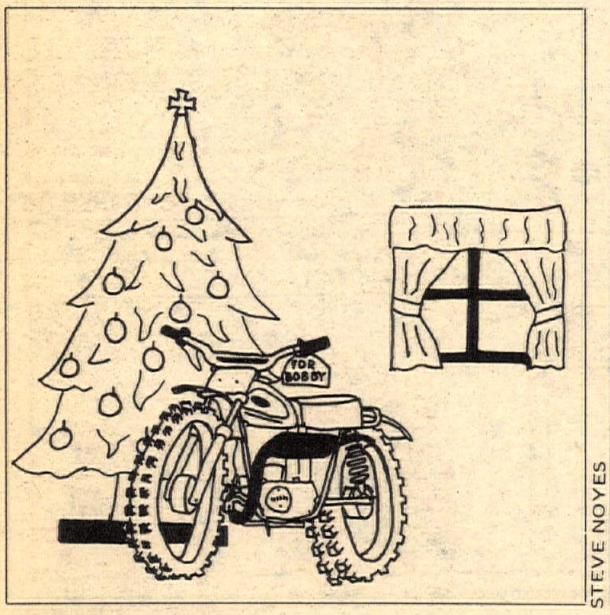
I have a Pursang and need a ride. Will pay ½ gas. I am 15. Ask for Jim (714) 636-4711. (44/4x)

Concord To Local MX Races

Me and my Penton need ride to races. Willing to pay ½ expenses. Call Jerry at (415) 689-0554. (44/4x)

Buena Park To Desert Races

Share gas expense to any club races. Mine or your vehicle. Gary (714) 994-1809. (49/2x)



STEVE NOYES

AME Motocross
Valley Cycle Park
Simi, CA
Dec. 1, 1974
By Barney Drake

MINI	
J. Cote	Hon
J. Simons	YZ
S. Schmitz	Hon
100 BEG	
J. Swendsen	Yam
R. Johns	Suz
R. Stebe	Yam
125 BEG	
R. Crady	Hon
D. Thompson	Yam
B. Sawhill	Hon
250 INT	
M. Momodi	Mai
K. Greene	CZ
G. Butzen	Bul
500 INT	
J. Suebert, Jr.	CZ
OLD TIMERS	
K. Luebking	Hon
S. Dgleshy	Hon
125 INT	
D. Urquhart	Hon
P. Nixon	Hon
125 JR	
W. Simons	Hon
S. Lodge	Hon
G. Cocoban	Hon
250 JR	
C. Mallory	Mai
J. Drummer	Bul
J. Harriott	Yam
500 JR	
D. Strayer	CZ
B. Bryan	CZ
125 EX	
R. Lopez	Hon
J. Black	Hon
C. Egerman	Hon
250 EX	
M. Sixberry	Bul
M. Hatley	Kaw
M. Todd	Cop
500 EX	
J. Wright	CZ
J. Blix	Bul
T. Claire	CZ
500 BEG	
S. Erieg	Suz
M. Clark	CZ
B. Brotcke	Yam

HRA MX
395 Cycle Park
Adelanto, CA
Nov. 24, 1974

MINI BEG	
Kevin Bowman	Hon
Steve Marston	Hon
Clayton Wickham	Hon
MINI NOV	
Jay Fox	Hon
Bubba Shingler	Hon
Roger Seitz	Yam
100 BEG	
Chris Hayes	Suz
Chris Willis	Hod
Rick Longyear	Yam
100 NOV	
Mark Larnkjaer	Suz
Doug Shane	Suz
Fred Wentworth	Suz
125 BEG	
Mike Phillips	
Robert Mazur	Hon
Ken Anderson	Yam
125 NOV	
Richard Boten	Suz
Mike Pureschner	Hon
James Keeler	Hon
250 NOV	
Dan Garrettski	Hon
Robert Kessler	Kaw
Don May	Suz
OPEN NOV	
Steve Stewart	Yam
Robert McLaughlin	Yam
David Beaumont	Suz
PRO CLASS	
Hulon Morrow	Hon
Don Simonion	Yam
SENIOR CITIZENS	
Larry Keeler	Hon
Ronald Lott	Yam
Glenn Lott	Hod
HI SCHOOL PTS.	
Apple Valley	36 24
Victorville	3070
PIT RACERS	
Chris McNeil	Yam

Moreno Valley MX
Sunnymead, CA
Nov. 30, 1974
By Tim Mickey

250 BEG	
Ed Schnitzer	Bul
David Maxwell	CZ
Steve Pippin	C-A
250 JR	
Jack Murchall	Yam
Wesley Bachman	CZ
Corky Stevens	Kaw
250 OLD TIMERS	
Joe Pena	CZ
250 INT	
Jeff Ritz	Yam
OPEN INT	
Tony Pena	Mon
125 JR	
Pete Peterson	Hon
Brent Price	Hon
Larry Clark	Hon
125 INT	
Herb Carbaugh	Hon
Gary Cain	Hon
Ron Cain	Suz
125 BEG	
Mark Ellis	Suz
Bob Brammer	Yam
Danny Burtt	Hon
MINI JR	
Chris Bridges	Hon

Indoor Shorttrack
Orland, CA
Nov. 23, 1974
By H.R. Campbell

MINIS	
Troy Cummings	YZ
Jim Conger	YZ
100 NOV	
Ricky McMorrow	Bul
Ms. Dana Covert	Yam
125 NOV	
Jim Boes	Bul
Craig Jackson	Bul
200 NOV	
Pete Mann	Bul
Joe Boes	Bul
250 NOV	
Mike Stark	YZ
Bob DeFehr	H-D
Hayden Campbell	Oss
200 JR	
David Nakao	Bul
Chris Sauer	YZ
250 JR	
Mike Hall	Bul
Bob Brattin	Yam
250 EX	
Mike Miller	Bul
Craig Van Dale	Suz
360 EX	
Manuel Crummett	Bul
John Grant	Yam

Turkey MX
Owyhee MC
Boise, Idaho
Nov. 24, 1974
By Marty Gregory

125 BEG	
Lynn Omdhundro	Yam
Timmy Gallegos	Hon
Loren Brown	Hon
125 EX	
Kenny Gallegos	Hon
John Sparks	Hon
Bud Sparks	Hon
250 BEG	
John Garber	Bul
Bill Eckstein	Bul
Steve Kopper	Mai
250 EX	
Rick Holmes	Yam
Rusty Uscola	Yam
Timmy Wright	Hon
OPEN BEG	
Randy Woods	Hus
Tony Naclerio	Yam
Kelly Perkins	Hon
OPEN EX	
Dan Renk	Yam
Greg Martin	Mai
Dan Gehring	Rok
MINI BEG	
Corey Heinson	Yam
MINI EX	
Loren Shockey	Yam
OLD DUFFERS	
Roger Cornell	Hon

D-35 Spinners TT
Porterville, CA
Nov. 24, 1974

56-89cc	
R. Halsey	
R. Harden	
R. Ely	
JUNIOR	
T. Weisnberger	
R. Sing	
C. West	
EXPERT	
M. Garrison	
R. Sullivan	
D. Dailey	
100 NOV	
B. Merriott	
B. Epperson	
M. Ritchie	
100 JR	
D. Sewell	
T. Sanderson	
J. McAlester	
100 EX	
R. Sing	
M. Powers	
D. Pritchett	
125 NOV	
J. Bell	
R. Salmon	
S. Gould	
125 JR	
J. Villanueva	
K. Doley	
M.B. Garrison	
125 EX	
D. Snell	
K. Shropshire	
S. Galloway	
175-200 NOV	
T. Cole	
J. Hulsey	
M. Davis	
JR	
D. Vanderpool	
M. Allison	
J. Tarlington	
EX	
M. Graham	
K. Shropshire	
K. Cox	
250 NOV	
M. King	
K. Welch	
D. Roeben	
JR	
D. Crawford	
S. Miller	
W. Pritchett	
EX	
G. Salyer	
D. Garrison	
F. Adamo	
360-500 NOV	
O. Cook	
D. Wood	
J. Springmeyer	
JR	
M. Short	
R. Perceson	
B. Kimbell	
EX	
D. Garrison	
B. Baker	
M. VanDyke	
OPEN	
NOV/JR	
A. Alba	
R. Tompkins	
D. Moore	
EX	
D. McCaulley	
L. Moore	
R. Comer	

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

To arrange pickup of trophies for Dirt Bike Promotions motocross at Valley Cycle Park 11/17, call Denise (213) 795-5553 or 227-2950 days; 798-6118 eves.

Trophies for the Desert Vipers 3rd Annual Snake Chase may be picked up at Buzzards race Dec. 15th or call (714) 842-3092, ask for Stan. (49)

Dist. 35 AMA MX
Lemoore, Calif.
Nov. 24, 1974

MINI JR	
Andy Montijo	Hon
Kelly Lawrence	Yam
Kevin Lawrence	Hon
MINI SR	
Jon Nelson	Suz
100 JR	
Jesse Torres	Suz
Doug Verboon	Yam
Robert Torres	Suz
100 INT	
Kevin Crawford	Yam
125 JR DIV I	
Chris Haumont	Hon
Criag Haroutunian	Suz
Mike McCullough	Yam
125 JR DIV II	
Mike White	Hon
James Keeney	Hon
Tony Williams	Hon
125 INT	
Tom Nigoli	Hon
Kevin Smith	Hon
Steve Parker	Hon
125 SR	
Pat Barnett	Hon
250 JR	
Gary Martin	Pen
John Hanson	Yam
James Davis	Suz
250 INT	
Bill Howard	Mai
Bruce Lindquist	Mon
250 SR	
Dennis Brand	Pen
Bill Carter	Yam
OPEN JR	
Mike Spier	Yam
Rodney Benett	Mai
Joe Cardoso	Suz
OPEN INT	
Bill Son	CZ
Harvey Bakker	Mai
OPEN SR	
Carl Nelson	Mai

DeAnza MX
Sunnymead, Calif.
Nov. 17, 1974

MINIS BEG	
Eric Collins	Hon
Mike Taylor	Yam
Richard Maebc	Hon
MINIS NOV	
Donald Draskoviel	Hon
Vince Rogsdale	Hon
50cc	
Gary Schooley	Ind
100 NOV -16	
Gene Larson	Yam
100 BEG	
John Wilson	Suz
Mike Kelley	Hod
100 BEG -16	
Mark Buster	Yam
Alex Mares	Suz
100 INT	
Paul Ballow	Hon
Rodney Davidson	Kaw
125 BEG	
David Wilson	Suz
Wayne Sandrick	Hon
Richard McGee	Hon
125 BEG -16	
Jeff Morris	Hon
Richard Taylor	Hon
Jay Powell	Hon
125 EX	
Jeff Wright	Puc
Doug McGowen	Suz
Tony De La Torre	Puc
125 INT	
Kenny Jones	Hon
Dale Brown	Hon
125 NOV -16	
Andy Northrup	Hon
Danny Jean	Hon
Rick Ross	Suz
125 NOV	
John Cove	Hon
Herb Carbaugh	Hon
Rick Shuttleworth	Hon
250 BEG	
Dave Phillips	Bul
Don Harman	CZ
Don Thomas	Hon
250 BEG -16	
Randy Rick	Yam
Tom Bradley	Yam
250 NOV	
Wesley Bachman	CZ
Geoff Green	CZ
Andy Jammins	Hon
OPEN BEG	
Kenneth Upton	Suz
Bob Hock	Yam
OPEN NOV	
Greg Lundquist	CZ
Mike Delehart	CZ
OLD TIMERS	
Laurence Herntoad	Yam
Bill McGowen	Suz
John Wilson	Hon
250 EX	
Leon Baird	CZ
Adrian Hernandez	Kaw
Robert Sherrill	Hus
250 INT	
Chris Beck	Ric
OPEN INT	
Chuck George	Hus
Tony Pena	Mon
OPEN EX	
Jeff Wright	CZ
Don Delehart	Mai

D-35 MX
Santa Maria, Calif.
Nov. 17, 1974
By Michael Krikorian

MINI JR	Hon
Andy Montijo	Hon
Jimmy Keese	Yam
Jeff Kusanovich	Yam
MINI SR	
Rick Davis	Yam
Bobby Perry	Hon
George Holland	Hon
100 JR	
Troy Lockhart	Suz
Jeff Parker	Hon
Colen Thompson	Yam
100 INT	
John Adams	Suz
James Kringren	Yam
Craig Little	Hon
125 JR A	
Chris Haumont	Hon
Dennis Brownfield	Hon
Brian Abel	Hon
125 JR B	
Terry Carrell	Suz
William Lavorin	Pen
Jim Townsend	Suz
125 INT	
Bob Wayne	Bul
Mike Marquez	Hon
Darryl Dodd	Hon
125 EX	
Rsndy Benda	Hon
Larry Grier	Hon
Rocky Jones	Hon
250 JR	
Rick Gill	Yam
Bil Dvorak	Hus
Phil Harvey	Hon
250 INT	
Stanley Rice	Kaw
Dan Hill	Yam
Bob Bason	Yam
250 EX	
Tom Bass	Bul
Vincent Clark	Mon
Allen Griswold	Yam
500 JR	
Robert Hoffman	Hus
Jerry McClenny	Hus
Jim Fosnot	Mai
500 INT	
Paul Marino	Mai
Steve Boyd	Hus
Marion Getchel	Suz
500 EX	
Ron Bass	Yam
Sheramn Schneller	Bul
Jerry Johnson	Mai

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Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE.** Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool your van.

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WANT ADS

750 TRACKMASTER TRIUMPH DIRT TRACKER. Axtel head, Barnes wheels and gearing, 22 second bike at Ascot Park. Super fast, proven winner, many extras, $1500.00. (213) 532-7591. (49/2x)

'74 Rokon, $695

350cc, 1400 miles, enduro ready.

Also '72 Honda, $325.00

365cc, dirt/street legal, good running. (415) 369-5531 or (415) 365-3198. (49)

Almost '74, 250 Pursang

'74 blueprinted motor, fast and reliable. Must see and must sell, $700.00. (213) 576-2781. (49)

Fast, Dependable 400 Suzuki

1971 frame in 1973 frame, Curnutts, Bassani, Chrome-moly bars, flywheel, 8 gauge spokes. Much more — not used since February, $495.00. (213) 994-1186. (49)

'74 YAMAHA 80 MINI. Just broken in, like new, $300.00. (213) 342-6989. (49)

'72 Husky 400 CR MJ

350x21 front, new rear tire, Honda seals, Waters skid plate, other extras — excellent condition, strong, $800.00. (714) 557-3608 or (714) 541-4369. (49)

'74 Full Race 125cc Penton

DIDs X4, moved up shocks, super engine, KTM rod, Emler barrel, 28mm Bing, Yamaha ft. wheel, excellent, much more & extras. $675.00. (805) 492-2570. (49)

'67 DUCATI — 350 SCRAMBLER. Good condition, Ceriani forks, $250.00. (213) 899-4721. (49/2x)

MATCHLESS G80CS 500 SINGLE. EXCELLENT CONDITION, $200.00. Husky engine wanted 250 thru 400, 1969 thru 1971, papers not needed. Ask for Keith (213) 280-6256. (49)

Trade Bultaco Tank

New 3 gallon for VDO and Penton enduro stuff or sell. (213) 698-6684. (49)

1973½ Hodaka Steen's 100 MX

Great condition, super fast and reliable, have to see, $325.00 ? (714) 521-6722. (49)

New Marcel

Back in business for himself. He makes your bike go. All makes, models. 3701 South El Camino Real, San Clemente, California. (714) 498-0130. (49)

Yamaha TZ700 Road Racer

Perfect condition, nickel plated frame, less than 200 miles on bike. Ready to race now. $600.00 plus in new spare, $4750.00. (213) 781-9012 or (213) 396-5427. (49/4x)

1972 Bultaco Alpina 250

Like new, El Toro area (714) 586-0308. $550.00. Recently checked over. (49)

1972 DKW 125 HORNET — excellent condition, totally reliable, $450.00. (213) 286-2397. (49)

'74 Elsinore CR 125

Stock, ridden 3 times, never raced, $825.00. Call evenings (213) 430-6560. (49)

1973, 250 Bultaco Alpina

Very clean, must sell, $550.00. (213) 943-7706. (49)

'73, 250 Elsinore

Near new! New Konis w/alum. body, Ceriani forks w/Yamaha front brake, new Trelleborg front & rear, standard piston. Great buy at $750.00. (714) 566-6519. (49)

1973 YAMAHA 500 SCRAMBLER, $695.00. Like new condition. (213) 973-2045 or (213) 973-0436. (49/2x)

Too Fast

Rode twice, 400 CR Husky. Profab frame, $990.00. (714) 994-1809. (49)

1969, 250 YAMAHA, street or dirt, cherry, $325.00. (213) 691-9619. (49)

Where Is S & L Yamaha????
5938 Pacific Blvd., Huntington Pk.

360 Monoshock YZ's in stock. Yamaha MX bicycles in stock. (213) 587-7244. MOOCH deals on all new models. (34/TFN)

Kawasaki Cranks Rebuilt

Genuine factory parts 1-2-3 cylinders. VENOLIA forged RACING pistons. Any bike from standard to .080 over. Dealer special service. 8:30 a.m. to 1 p.m. 5272 Troth Street, Mira Loma, California 91752. (714) 685-5727. (46/4x)

After All I've Done For Him

He's selling me, the ungrateful slob. I'm a faithful old 1970 Sherpa T, and he's selling me down the river for $350, or guns and cash, or inflation hedges, or whatever the cheapskate can get. (213) 439-8239. (47/TFN)

Moto Guzzi

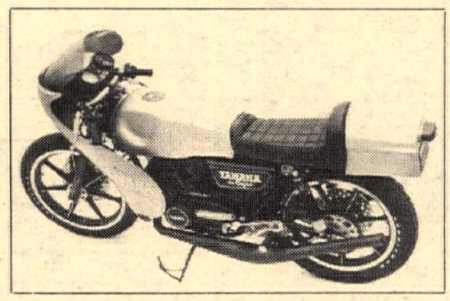
SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 831-1279. (28/TFN)

'71 Honda SL70

Good condition, lights & licensed, $275.00. (714) 968-0147. (49)

6-Speed 250 Husqvarna, $995.00

(714) 837-9638. (49)



CYCLE WORLD CAFE RACER — $1195.00. Barry Watkins (714) 529-3876. (48/2x)

'74 Maico 450

Clean machine, few hours on — $1400.00. After 6:00 p.m. (714) 794-1771. (48/2x)

'72 SUZUKI TS 90. LIKE NEW, 800 miles, $350.00. (714) 529-9661. (49)

Barstow to Vegas Color Photos

Taken during race and at finish line, by Color Action Photo, photographers of District 37 and D.R.A. desert races. Beautiful 8x10 color photos, $4.95. Receive order envelope with results or write Box 379, Mojave, California 93501. (49/2x)

* '72, 125 Montesa *

Excellent condition, like new, ported, down pipe, $450.00 or best offer. (714) 846-2733. (49)

'74, 250 Honda Elsinore

Bronze bushings, skidplate, Filtron, excellent condition — Must see, $775.00. (213) 442-8979 or (213) 443-6625. (49/2x)

'72 Smuggler

18' Smuggler trailer — excellent condition — self contained — canopy — lots of extras — $2200.00. (213) 537-6805 days, (213) 923-8507 eves. (49)

** '74 Bultaco 250 Pursang **

This racer is so clean, you can wash your hands on it! Trick out too . . . forward mounted Bogies, Magura controls, etc. I'm willing to throw in some new riding equipment, $925.00. After 6:00 p.m. (714) 499-3861. (49)

1969 Sachs Yamaha

175cc Yamaha CT-1 engine. Must see to appreciate, $375.00. Days (213) 821-7337, eves. (213) 399-5146. (49)

1972 Honda SL-125

Set-up for dirt, great condition, many extras, Preston Petty fenders, Bassani megaphone, etc. $350.00 or best offer. (714) 525-1916. (49)

The Ultimate Racing Team Van

1969 International, 2 ton van, 16 ft. body, roll up rear door, power lift loading ramp, sleeping quarter installed upstairs. Be like the factories. All for $3995.00. Venture Yamaha (714) 831-2720 ask for lance. (49/2x)

XL 350 Honda Baja Prerunner

'74½, PP, K&N, Filtron, LB Honda pipe & bash plate, Cheng Shin, Goodyear, etc. Konis, blueprinted all desert mods, only 1500 miles, $900.00 firm. (714) 246-6504. (49)

Late '72 Husky 250 CR

Bought Dec. '72. Excellent condition, Mikuni, two tanks, D.I.D. rear rim, new fenders, many other extras. Plus Hallman leathers. All for just $650.00. (213) 444-3629. (49)

'72 CZ 400, $650

It's in excellent condition and looks like a '74 G.P. (714) 537-5967. (49)

WANTED: LARGE, blue PENTON gas tank, old style, good condition. (213) 347-5439. (49)

1975 Puch 125 MX

Brand new bike, $900.00. (213) 886-1996. (49)

1974 TY250 Yamaha Trials

Cowtrailing on this bike is like sleeping on a feather bed. Long MX seat, pegs lowered and moved forward, knobbies, primo condition, $850.00. (714) 892-6838. (49)

Honda SL100 Short Track

Clean and fast. Many extra racing parts including complete 125cc engine. Must see to appreicate, $500.00. (714) 821-9343. (49)

'53 BSA Goldstar B33

Runs, but need work. Frame straight, 902 original. A classic, extra parts. $400.00 or best offer. Jim (714) 530-3931. (49)

'73 Husqvarna 250 WR, 6 Speed

P.P., skid plate, "J" bars, ports matched & polished, Boge shocks, $875.00. (714) 645-7368. (49)

1970 YAMAHA 250 ENDURO. ENGINE excellent running condition, $125.00/offer. (714) 772-0667. (49)

$200 CZ ??

'71 CZ without engine. Plastic tank, white Rahm fenders, late air box & Filtron, Akront, Honda seals, folding pegs, etc., etc. It's clean and complete! (213) 248-3391. (49)

CZ Parts ***

Rear wheel complete, Cross Four stainless spokes, Akront, hub, tire, etc. Perfect, $65.00. 36mm Mikuni setup, $40.00 (list $86.00 new). Konis, $40.00. Other parts, too! (213) 248-3391. (49)

Kawasaki 500, $495

1969 model, 13,000 miles, very sharp, original condition. Brand new engine, chain & battery. It has had lots of loving care! (213) 248-3391. (49)

'74 Honda Elsinore MT 250

$750.00 or best offer. (714) 554-2275. (49)

TD-2B FRESH REBUILD NEW CRANK & trans. Banded clutch, spare new crank & misc. Lengthened swingarm, Konis, frame & swingarm magnafluxed, full prepared, $900.00. (408) 438-1770. (49)

Maico 400 Radial

New top end, big seat, DIDs, must sell, $600.00. (213) 899-5702. (49)

SPEEDWAY JAWA. VERY GOOD machine, very reasonable, $900.00. After 5:00 (714) 496-3170. (49)

'70 Husky 250, Cheap

Injury. I'm quitting, good condition, $375.00. Fast, dependable. (714) 493-7977. (49)

1974 Suzuki TM 125

5 months old, has never broken, clean & fast, ported, 32 Mikuni. Must sell, $585.00. (714) 429-3785. (49)

CR-125 Elsinore

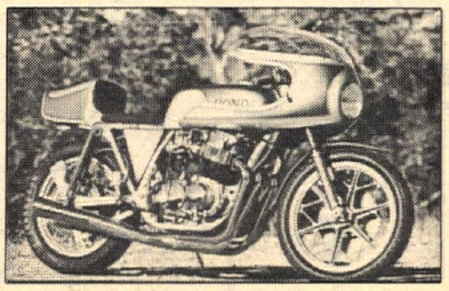
Excellent condition, Replica Maico tank and fenders. Must see, $650.00. (213) 837-0803. (49)

'73 RD350 Yamaha

Extra cherry condition with low. mileage. $700.00 or best offer. (213) 676-2926. (49)

'72 YAMAHA 100 MX. Fork brace, new Filtron, fork seals, runs excellent, $285.00. (213) 361-4041. (49)

'73 DKW HORNET, excellent condition, ready to ride, ready to win, $575 or best. (714) 644-2694. (49)



Honda Cafe Racer

As seen on the cover of Cycle Rider. Mags, header, fairing, 6 gal. tank, new stock 750 engine, and more. First $2100.00 cash takes. Sacrifice. (213) 892-0056. (49)

Wanted

Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

!!! Norstar & Munari Boots !!! $59.95

Munari leathers. Christmast Special. S & L Yamaha, Huntington Park (213) 587-7244 ask for Mike (46/TFN)

2 – 327 Bultaco 1973

$695.00 each. (714) 884-1511. (47/TFN)

Sano 125 Bultaco!!!

This bike is totally tricked out! Forward mounted shocks, trick pipe, head, carburetor, everything! You name it, it should have it. Only $550.00. Call Chuck (213) 329-6284. (49)

Matchless

500cc, 2 of them. '67, 100cc Bultaco. Best offer takes it! (213) 869-1308. (46/TFN)

$15/30/5 LIABILITY INSURANCE. (0-300cc's, $34) (301-500cc's, $62) (Over 500cc's, $81) (Medical payments, $2000 no deductible, $30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (45/TFN)

Good Ol' Sherpa T 250

Run and maintained on a shoestring by chronically broke ex-Bultaco wrench. $350.00 cash. Trade for guns and cash, inflation hedges, or other reasonable offer. Some spare included. (213) 439-8239. (47/TFN)

2 XR750 Harleys

C&J frame, misc. extras, 250 Elsinore, 500 Yamaha Scrambler for sale. Top cash offers only. Call (415) 325-8679 or (415) 941-0252. (47/4x)

Bultaco '74, 360 Pursang

Clean, 3 gallon tank, many goodies, $1075.00. (213) 896-6209. (49/2x)

'72 HODAKA SUPER RAT, down pipe, reed valve, barrel has been bored out. '72, 250 CZ, '72 COMBAT WOMBAT. All 3 A-1. (714) 826-4695. (49)

5 BIKE TRAILER, '75 tag, $160.00. 1973 HODAKA "B", wife's bike, 960 miles, $350.00. (714) 772-8213. (49)

'75, 250 Monoshock For $1395.00

Love it, but HAVE to sell it! (213) 359-5470 or (213) 264-5400. (49)

'74 CR 250

CZ handlebars, Diamond chain, K&N air filter, 4.50 Cheng Shin, knob., bronze swingarm bushings, new rings and points. Meticulously maintained, $825.00. Ask for Bruce after 6 p.m. (213) 271-6212. (49)

1973 Yamaha 360 MX

Desert ready, trick, $600.00 or trade for street bike, pickup. (714) 827-9045. (49)

Free Moved Up Shocks

if you buy my '74, 250 Elsinore with a D&G pipe, grips, levers, 4.50 tire. Gobs of money in this bike. Want about $800.00. (714) 797-6031. (49)

New — 185 — Suzuki — Warranty

Enduro rack — real steel, $750.00. Call (213) 869-3262. (49)

'72 CZ 250

Beautiful condition, Mikuni, Konis, new tires, plastic tank and much more! Must see to believe! $575.00 or reasonable offer. Before 3 p.m. (213) 892-7376. (49)

'73 Penton 175 Street Legal

Licensed, enduro kit, not ridden since January, never raced, $580.00. (714) 536-6981. (49)

All Purpose Camper

Great condition, carries 2 motorcycles, sleeps 4. Ice box, storage space, fully carpeted. Must see to appreciate, $200.00. Call after 6:30 p.m. (714) 997-5279. (49)

Super Trick Hodaka 125

Late '73, ported, reed, 30mm Mikuni, plastic tank & fenders, Curnutts, Filtron. Must sell soon, $450.00 or offer. After 6 p.m. (213) 881-4490. (49)

RADIAL HEADS, ANY SINGLE Torquemaster. Box 5684, Concord, California 94524. (49)

HODAKA SUPER RAT. SUPER reliable & fast. Has trophied with 220 pound chicken. Also 125 WOMBAT, stock, $280.00 or offer. Late calls OK (213) 372-4523. (49/2x)

INDIAN MINI-MINI. Like new, only ridden by little girl. (714) 871-8677. (49)

Let's Trade Even

'74 Yamaha 360 Enduro, desert ready, completely tricked out but street legal — for '74 Yamaha 175 MX Noguchi or Schumaker. Call after six (714) 646-1986. (49)

FLAT TRACKER YAMAHA 125. ALL NEW $3000.00 worth of bike and new parts, spare, everything — never run, all or part, $600.00 — or best offer. (714) 533-4719. (49)

FULL ABC LEATHERS — fits 5'8", 135 lbs., good condition, $85.00. (714) 645-4472. (49)

'74 Suzuki TM 250

My first bike, too much power, ridden less than twelves times. Going back to hunting, $875.00. (714) 646-8240 or (714) 546-8801. (49)

Honda CR250M, Trade or Sell

Want XL350 or $800.00 or offer. Spares, maintained by mechanic. Call (213) 962-7260. (49)

Hodaka MX

Late '70, 100B, $250 worth of accessories including Ceriani forks, Curnutt shocks, 5 ported, Hi-comp. head, Filtron, xlnt. cond. Yours for only $295.00. (213) 791-3626. (49)

Yamaha 360 MX MX 360 Yamaha

1972 Yamaha 360 MX, new top end, fresh gearbox, Husky bend bars, Koni shocks, good tires. Used as practice bike while YZ 360 rested up for Sunday. $600.00. Will deliver up to L.A. area. (714) 427-8204. (49)

Barstow to Vegas Bikinis

Miss out, printed with race and date. State size: 5, 6 or 7. Send $3.00 + .50 postage to: Roy Kennedv. Box 678, Garden Grove, California 92640. (49)

Yamaha 250 MX '72

Excellent condition, extras, dependable, $475.00. (213) 421-3442. (49)

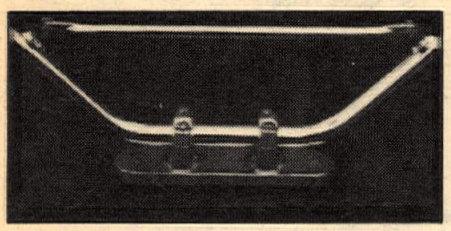
Suzuki 125 TM, $750.00 O.T.D.

Now at Valerian's Two Cycle City. (213) 475-4541. (49/2x)

Ron Pierce TZ 700 For Sale

New engine cases, new crank, new cylinder and pistons. Lots of spares, super exhaust system, power is from 5000 to 12000. May be the fastest 700 special 4 inch mag wheel and standard wheel, $5500.00 or best offer. (805) 871-4524 or (805) 393-3962. (49/2x)

'72 YAMAHA MINI, LIKE NEW, Filtron, $250.00. (213) 340-1790. (49/2x)



Honda Handlebar Crowns

Install any 7/8" handelbar for better handling and front end strength. Brightly polished and easy to install. Ideal for ruff stuff, fits mini, Trail 70 and Z-50AK5. $10.50 covers mailing. Crowns, 11118 Lindblade Street, Culver City, California 90230. (213) 837-4558. (49/2x)

RADIAL HEADS, ANY SINGLE. Torquemaster, Box 5684, Concord, California 94524. (49)

1974, 450 Maico, Going Skiing

D.I.D. rims, 8 gauge spokes, Konis, Wheelsmith pipe and pegs, Andres bars, like new, raced only 5 times, $900.00. (714) 496-3618. (49)

!!! S&L Holiday Specials!!!

All sizes Norstar and Munari boots, $59.95! Shoei and Rebcor full coverage helmets, $34.95. All sizes. Rebcor R1 helmets, child and adult sizes, $17.95 and $18.95. Munari leathers, $85.00. SUPER discount on all accessories until January 1. S&L Yamaha, 5938 Pacific Boulevard, Huntington Park (213) 587-7244. (49/2x)

'74 Yamaha 125 YZ, New!

Injury forces sale, only 6 weeks old. Forward mounted shocks, trick forks, plus extras. $950.00 or best offer! (714) 495-5787. (49)

Year End MX Sale

Brand new Rickman 125 MX, $625.00. New 250 MX, $699.00. New 400 MX, $749.00. City Cycle Center, (213) 861-4139. (49/2x)

This Is The One You'll Want!

Excellent condition, many extras and modifications. Call me to find out what it is, and what it's got. AND IT'S GOT IT! M-F after 6:30, wk-ends before 1:00 (213) 769-2136. (49)

'73¾ BULTACO PURSANG 175. HAS EVERYTHING possible. Perfect condition, $600.00. (714) 524-6553. (49)

Chromed Chain Bracelets

Miniature motorcycle chain bracelets. Great gift for you or your lady. S-M-L, $3.95 each plus 25¢ postage. J&J Enterprises, Box 863, Orange, California 92666. (49)

New Motorcycles At Wholesale Prices

250 AJS — $579.00. 410 AJS, $629.00. 125 Hodaka, $579.00. 125 Rickman MX, $679.00. 250 CZ MX, $890.00. 250 CZ desert, $1189.00. 175 CZ street, $499.00. We will ship anywhere. Call or write: Fresno Cycle Center, 2250 E. McKinley, Fresno, California 93703. Hurry. (209) 233-1834. (49/2x)

'70 Yamaha 100cc Trailmaster

Excellent condition, new battery, has lights and license. Good for dirt or street use, $275.00. (714) 968-0147. (49)

"72" PENTON 125; EXCELLENT CONDITION. Sacrifice for $400.00 or offer. (714) 825-6044. (49)

It's Almost Like Free Money!

if you make a tax deductible donation of any motorcycle parts or tools to Monroe High School's Motorcycle Safety Mechanics class. Especially need 2-stroke single engines but anything else appreciated. Contact or leave message. Dave Phelan instructor; school (213) 892-4311 Xt. 48 days or home (213) 349-2625 eves. Thanks for your help. (49/2x)

PERFECT ENDURO MACHINE! 1973 Yamaha 360cc enduro, clean, $650.00. (714) 962-5821. (49)

Easy 100cc Class Winner

Super J&B racer, sleeved down CR 125 Honda Elsinore, never raced. Custom paint, many extras, outstanding Christmas value, $850.00. (213) 360-7989. (49)

FEMSA-ELECTRONIC IGNITION for CZ. One month old, must see, $70.00 or make offer — Call Bob (213) 380-4030 work, (213) 641-2931 home. (49)

TRADE 21" DKW WHEEL FOR 19" complete. '71 Husky tank, $20.00. Aluminum tank, $20.00. 400x19 Yokohama knobby tire, $18.00. '71 Husky forks, $20.00. (714) 646-4789. (49)

1974 CZ Enduro

Like new, never raced, MX ignition, great desert bike, reasonable. After 6 (714) 968-8139. (49)

'73, 250 Yam.

Practically brand new. Approximately 200 miles. Must sell. Been in storage for a year, $695.00. (213) 889-6920. (49)

1971 Yamaha 90 MX

Very clean, never been raced, back knobby, Preston Pettys, torque pipe silenced. The engine has never been messed with. $225.00. (213) 944-1920. (49)

TZ 700 Yamaha

A-1 condition, $6,000.00. Will accept TZ 250 in trade. S.D. M/C Salvage, 2676 Newton Avenue, San Diego, California (714) 235-6261. (49/2x)

1966 Yamaha 80

Excellent condition, electric start, street legal, $175.00 or best offer. (213) 421-6536. (49)

FREE CAMPER WITH PURCHASE of bike. 1971 Ossa Pioneer, new top end, $450.00. Hodaka, new top end, $250.00. 1970 Ossa, $295.00. Swing set, $20.00. (213) 359-6970. (49)

'72 Yamaha 125 MX

Super fast, trick bike, clean, MANY EXTRAS, must see to believe. Race ready, just rebuilt. Call before 5, don't call Sun. Ask for John (714) 776-9551. (49)

'67 BULTACO RICKMAN, 32 Mikuni, rebuilt engine, '73, $350.00. See to appreciate. (714) 642-6033. (49)

8½ FOOT CABOVER CAMPER. Good shape complete with jacks. For details call (213) 756-9549. (49)

Triumph 650 Road Racer

140 MPH +, three disc brakes, Dunlops, 32mm Mikuni, very clean and reliable, spares. Great for club races, $1,000.00. After 3 p.m. (808) 737-0338. (49)

100 Bultaco Lobito Parts

Standard barrel never bored, 1 head, 2 carbs., 1 exhaust pipe, 2 sprockets (1-70 tooth), 1 spark arrester, 1 standard piston, 5 rings, high tension coil, and miscellaneous — $100.00. (213) 868-7291. (49)

'73 Sherpa T

Bultaco in good condition, new fenders, Diamond chain, trial tires front and back and aluminum skid plate. Asking $750.00. (213) 248-2468. (49)

'74 YZ 250

Excellent condition, stored since June, $900.00. (415) 321-0709. (49)

'71 YAMAHA 125 MX. COMPLETELY rebuilt, 21" Curnutts, $300.00. (213) 923-0121. (49)

125 Elsinore

Built, very fast. Call for info. $595.00. (213) 767-3807. (49)

Road Racing Leathers

Beautiful Bates customs for 6'2", 185 lb. dude. 1 piece lined, no marks, $125.00. Mike Hailwood boots, size 11, $15.00. All excellent condition. (213) 531-7928. (49)

'74 Yamaha 125 MX

Perfect showroom condition, trail ridden only five times, dealer's price now over $800.00. Will sacrifice for $650.00 firm. See to appreciate. (213) 596-8874. (49)

'72 Yam. 360 MX and '73, 100

Very fast, S&W shocks, aluminum handlebars, very reliable, $600.00. Also '73 Yamaha 100 Enduro, street legal, $300.00. (213) 925-4604. (49)

'74½ Ossa 250 Phantom

Like new condition! Moving. $1,000.00. (714) 460-4625. (49)

YZ 360 YZ360 360YZ YZ360 YZ

Just hired as probationary fireman. Can't afford racing. Injury for a full year. New barrel (1975 style ports), piston, rod, etc. . . Forward mounted shocks by Rob North, Ake Jonsson type downpipe. Will deliver L.A. area, $1100.00. (714) 427-8204. (49)

Alpina

1973, 250cc, alloy bars, skid plate, 2 ply Dunlops. (213) 370-0663. (49)

YAMAHA, TA-250. CLEAN, fast, extras, $1250.00. (408) 722-8846. (49)

1973, 250 HONDA ELSINORE, $750.00. 1974 HONDA XL 350, $850.00. (714) 796-8646. (49)

'69 Bultaco Racer

125 Sherpa S flat track T.T. racer. Stored 3 years. Must sell, $175.00. As is. Reed, Mikuni, Akronts, Uni, etc. Everything fresh, must see. (714) 530-4818. (49)

Lost Pup

At Barstow to Vegas start. Male, yellow Lab, 4 mos. old. Call collect, Gary (213) 243-7458. (49)

'73, 125 DKW For Christmas

Make someone happy. Trail ridden only, in super condition. Springs, $450.00 or trade for 250 Mark 6 or Mark 7 Pursang, plus cash. (213) 243-7458. (49)

'74 Rickman Montesa YR 250

Brand new, ridden twice, super fast. Montesa skid plate, $875.00. (213) 325-4442. (49)

'73 Yamaha 250 Enduro

Vesco ported, No. 1 trick it fork kit, Girlings, K&N, MX head, ports matched, Hi Performance piston. All bought recently. More extras, reliable, must sell, $595.00 or best offer. (714) 726-7907. (49)

Honda 125 Trials

Super clean, $475.00 or best offer. Steve (714) 925-3514 days, (714) 882-5130 nites. (49)

Works GP Husqvarna

1973 Works GP Husqvarna, 206 lbs., 46 H.P., GP works frame and 450 engine. Cheney Konis, milled Cerianis, titanium axles, aluminum tank and clutch. Plus spare parts, $1095.00. (714) 683-2242. (49)

"73" 125 PENTON, EXCELLENT CONDITION, ported, Cantilever shocks, $650.00. (714) 639-0159. (49)

SC 500 Sale

2 low used SC 500s. '73 with all '74 mods. Too much power for father/son combination (55 & 14). Traded for trials machines. No reasonable offer refused. 1 '74 with all enduro mods, big tank, VDO speedometer, etc. Approximately 750 miles, $899.00. New 1974 SC 500s, $999.00. Yamaha of San Luis Obispo, (805) 543-6723. ALSO CAN-AMs. (49)

Take My Bultaco

For $675.00 you can own a 1973 Pursang, two tanks, Konis, padded seat, nu upper, porting by Al Anders. (714) 997-7087. (49)

Trick! CMS-Lancaster Frame

For late Bultaco 350-360. S.T., ½ mile, or TTs. Many extras including Billet footpegs, hollow axles and swingarm bolt, and proven dimensions. $375.00. (408) 241-6443. (49)

Mint-Mint 400 Penton

Fantastic for desert or MX, $1395.00. Call (714) 352-2566 after 5 p.m. (49/3x)

'73 CZ 250cc

Alloy tank, Konis, Mikuni, A-1 engine, immaculate — $795.00. (213) 652-3078 or (213) 277-3644. (49)

'74 TM250 Suzuki, $800

Like new, never raced, plastic fenders, tank, Yokohama 4.60 rear tire. See at California Suzuki or call Bob at (714) 630-5064. Motor No. TM25043112. (49)

Best Xmas Gift

1974 Yamaha 80 GT-1. Very trick, not for beginners, $300.00. Weekdays call (213) 887-4413; otherwise (213) 883-1734. (49)

HODAKA — 1971, 100cc. 375 original miles, stored since 1972, immaculate condition, $250.00. (213) 360-8409. (49)

2 '74½ Yamahas

360 MX and 250 Enduro. Very little running time on both. Each equipped with all the goodies available. Call John at Malcolm Smith Racing Products (714) 686-1006. (49)

XR-75, 1974 (Stroker)

One of the fastest, 83cc head, pipe, cam, 22mm carb., manifold, stroker crank, new engine, $495.00 ? Need 125 Elsinore. (714) 823-9544. (49)

Barstow to Vegas**********

Casualty. Would like persons who retreived 1351x from Dry Lake after Cat Mountain to call. Yamaha frame No. 364-025009. Bruce (714) 633-7129. (49)

'73 XL250

500 miles, $200.00. Enduro equip., never raced, super clean, $700.00. (805) 523-7428. (49)

'72½ Yamaha 250 MX

Excellent condition, never raced, clean, alloy rims, ported, fast. Must sell, only $450.00. (213) 340-8011. (49)

'74, 125 HONDA TRIALS. LIKE NEW. $500.00 or offer. After 5:00 (714) 879-4962. (49)

'71 Bultaco Matador MK 4

Excellent condition, low miles, $500.00. (805) 492-2172. (49)

Changing Sports!

'73, 175cc Yamaha, MX or desert, $1200.00 invested, has everything, very competitive. Make offer or work deal for your ski equipment. (714) 493-2026 . (49)

"No Jive" Monark 125, 1973½

Like new, shift kit, Metzeler tires, Moto-plat ignition, Ceriani front, Girlings back, custom pipe, very fast. Great for desert & M.X. "Check it out." $675.00. (213) 699-8038. (49)

'70 MAICO 400. SUPER MOTORCYCLE, xlnt. condition. Must see, $575.00. (213) 329-7687. (49/2x)

HUSQVARNA 250, 1973. PERFECT CONDITION, all works mods, very little use, $750.00. Works ride cause of sale. Ask for Chuck Lunde, days (213) 326-3810, night (213) 325-0136. (49/4x)

Prairie Dogs

Thanks!

"Superdog" (49)

'72 DKW 125 MX—Special—$349

Akront rim, P.P. fender, K&N bars, Skyway silencer, ORV license, excellent condition. Used for trail riding only. Must sell, bought larger bike. (213) 375-0891. (49/3x)

Hustlin' Hodaka

1970 Hodaka 100cc, street legal with all trail gear — not ridden much — very clean. $250.00 or offer. (213) 530-5630. (49)

SKILLED MOTORCYCLE MECHANIC with 5 years experience to work exclusively on dirt bikes. Good pay and benefits, year round employment. Send resume to: Aero-P.A., 4452 W. Idyl Dell Road, McHenry, Illinois 60050. (49)

'72 Penton 125 MX

Excellent condition, new piston, Koni shocks, new rear knobby. Must sell, $450.00. (714) 689-8469. (49)

'72 MAICO 400. FORWARD SHOCKS, KONIS with Poppy coolers, new trans., piston and pipe. 36 Mikuni, Wheelsmith frame, mod and pipe. Runs great, $800.00. (213) 241-0971. (49)

BULTACO 1972 PURSANG 250. NEW SEAT, bars, fenders, large and small tank (new paint), not ridden for over 1 year, $625.00. (805) 969-1092. (49)

BSA/Triumph 500 MX

Made street legal, showroom condition. New Jan. '74, only 500 miles, never raced. $975.00 or best offer. Need money, must sell. (805) 746-6765. (49)

Suzuki Trials

A super set up, new condition. Live in Mammoth Lakes and want to go skiing. Sacrifice for $900.00. (714) 934-6036. (49)

360 YZ Monoshock

1975, like new condition, $1400.00. (213) 255-4564. (49)

1971 Yamaha 90 MX

Plastic tank, fenders, levers, pipe, Girlings, knobbies F&R, Diamond chain, 24 Mikuni, Uni-filter, new bars and rings, completely re-done for sale, $270.00. Must go! (213) 790-4371. (49)

Russ Darnell MX Schools, Xmas.

vacation. Four dates to choose from: Dec. 23 and 24, Indian Dunes. Dec. 26 and 27, Valley Cycle Park. Dec. 30 & 31, Saddleback. Jan. 2 & 3, Indian Dunes. Entry fee, $25.00. Gift certificates available. (213) 367-1722. (47/3x)

25% Savings on Insurance

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Avenue, Los Angeles, California. Phone: (213) 836-5211. (TFN)

Dune Cycle

5 HP, ready to run, extra motor! (213) 869-1308. (46/TFN)

250 TD 3 ROAD RACER, 250 TD 2, 350 TR 2, 350 TR 3, 250 SUZUKI PROD., spares, tires, Krobers. (714) 465-9700 M-F, 8:30-5:00. (42/TFN)

'59 CHEVY ONE TON STEP VAN — Converted to motorhome, new 283 cu. engine, 3 speed, 3 burner stove, flush toilet, ice box, 30 gallon water capacity, etc. Too much to list. $1,000.00 or best offer. Must sell. (714) 637-6425. (49)

Need A Frame For 100-125?
Got just what you need! "72" Rickman frame, all gusseted, brake rod set-up, $75.00 or offer. (805) 943-3130. (49)

New '74 Honda 250 Enduro
$825.00 and it's yours! Has 4 month guaranty. This Elsinore is a one only deal. Private Party (714) 529-6367. (49)

Street and Dirt Bike Sale
1969 — 360 Husky with 400 external ignition, Pettys, Akronts, skid plate, $400.00. 1969 — 500 Titan Suzuki — $400.00. 1974 Honda XL 70, $350.00. All excellent. (714) 762-5089. (49)

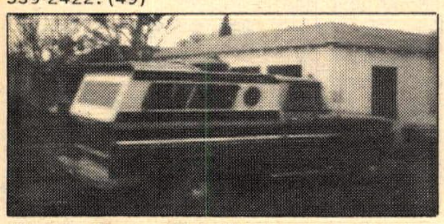
'71 Bultaco Sherpa T
250cc with Champion tank/seat. Renthal alloy bars, Magura levers, new chain, runs good. $550.00/offer. (714) 496-3285. (49)

'73, 500 MX, No. 3 Desert Plate
Clean, new tires, fresh eng., very fast. $900.00 or best. (213) 280-0851. (49)

'74 TA 125 Yamaha
Road Racer, never raced. Must sell because going to school, $1400.00. Scott Ellis, R.R. 1 Box 3-B, Williston, North Dakota 58801. (49)

'73½ Maico 250 Radial
Wheelsmith pipe, pegs, brake lever, and air filter ring, DIDs rims, plastic tank, perfect condition. Giving up motorcycle riding. Sacrifice for $800.00. (213) 670-2449. (49)

SHERPA T, '71 BULTACO 250cc, $500.00. BSA 441cc '69, $400.00. (714) 539-2422. (49)



Chevy Super-Truck
S-U-P-E-R clean, 1963 ½ ton longbed, 1974 454 V-8 with 3,000 miles, 400 Turbo-hydro trans., 1974 front end including power steering and disc brakes, mag wheels, wide tires, side pipes, etc. $1500.00 with camper, $1200.00 without. (213) 530-5630. (49)

1974 Honda TL 125
Good condition, $475. Call Katie between 12:00 and 5:00 (213) 243-7963. (49)

You Just Won't Believe it!!!
My 1975 Yamaha 250 Monoshock for $1349.00. Call (213) 359-5470 or (213) 264-5400. (49)

175 — YAMMIE, $300.00. 100 — HODAKA, $200.00. 90 — HODAKA Minibike, $75.00. Super trick — dirt. (805) 259-8236. (49)

TA 125 Rd. Racer
Fairing, extended swingarm, run six times. New top and bottom end, Dunlops chain, clutch chain and spares. (805) 485-3402. (49)

'72, 250 Bultaco Pursang
Fresh engine, excellent condition, extras, $650.00. (213) 843-3679. (49)

'71 Zundapp 125
Rickman frame, good condition, $300.00. (213) 367-8418. (49)

Rickman 125
Out of the crate, new, won in raffle, never been ridden. Must sell! $750.00. (213) 540-3468. (49)

1974 KX125 Kawa., $700.00
3 months old, long travel suspension, engine ported and blueprinted. Engine guaranteed in perfect shape. (415) 229-1622. (49)

'73 GP Maico 400
Rocketship 400 Maico really flies! Factory barrel, titanium axles, aluminum bars & swingarm, forward mounted Boges, D.I.D.s and many extras. Must sell! $950.00. (213) 883-9828. (49)

1972 DKW 125 MX. MOTO-PLAT ignition, six-speed, many extras, $450.00. (213) 257-2119. (49)

'73 Honda CR 125 Ex. Cond.
Moved shocks, Konis, fast, stock motor, $675.00/offer. After 5 p.m. (714) 637-0254. (49)

'69 Honda SL90
Rebuilt engine, new battery, dirt or street. Has lights & license. All in good condition and ready to go. $250.00. (714) 968-0147. (49)

'71 CZ 400
Never raced, Klobinshmit piston, Mikuni, PMC tank, Diamond chain, and more. $550.00 or best offer. (213) 340-3241. (49)

'71 Husky 360, Cheap
Injury. I'm quitting, good condition, extras, $435.00. Fast, dependable. (714) 493-7977. (49)

Trackmaster/Yamaha TR-2
Miler and half-miler. Includes spare 350 and 250 engines, disc brakes, Barnes, Goodyears, and Champion glass work. Very, very fast! $1200.00. (806) 373-3644. (49)

'73, 250 Honda Elsinore
Ports — polished and matched, N.B.R. pipe, 450 Metzeler, brass bushings, Filtron, Diamond chain, blue P.M.C. Bultaco tank, white Maico fenders, lots of new and custom parts and all stock goodies. Very clean and very, very fast. Don't want to but I got to, $750.00. (213) 342-8131. (49)

250 GP Maico, $900
Many extras, hardly ridden, excellent condition. (805) 527-6454 or (805) 526-2062. (49)

TRICK J&B HONDA 50. Excel. condition, racing cam, pipe, Filtron, new knobby, MX bars, custom seat, spare engine, rims, forks, tank, cables, quick and reliable. (714) 595-8758. (49)

'74 HONDA XL350 + EXTRAS, $800.00 or trade (?) guns. (213) 256 -8155. (49)

Wanted! Montesa VR Engine
with pipe, carb and ignition. Fair to excellent condition. Steve (209) 592-4992. (49)

'70 MONTESA MX 5 SPEED, super dependable, many extras, $375.00. (213) 793-2855. (49)

Husky '72, 250 WR
Mikuni, Konis, skidplate, more, $700.00. (213) 645-0971. (49)

'73, 250 BULTACO MATADOR SIX DAY. Street licensed, $595.00. (714) 542-1347. (49)

1971, 360 MX Husky
Excellent condition, many extras, $490.00. (714) 645-8008. (49)

Get To Work
on my TC 90 Suzuki, great for trial or street. After 5, $250.00, (213) 862-7992. (49)

'61 Porsche 356
Runs good, good trans., needs brakes. $2300.00 or make offer or trade for '72 Datsun P/U. (213) 361-7564. (49)

Bultaco Parts Used
Any year, any model. (213) 896-6209. (49/2x)

Suzuki Owners
We have the best parts stock. Try us at CAMPBELL SUZUKI, 14200 Lambert Road, Whittier, California. (213) 696-3306. (20/TFN)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

'75 Carabela 125 Marquesa
Christmas Sale $699.00. PJ's, 1313 Sepulveda Boulevard, Manhattan Beach, California (213) 545-0051. (47/TN)

Husky Specialist — Fast Mail Order
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (34/TFN)

'72, 250 Bultaco Pursang
Stored for a year, excellent condition. $450.00 or best offer. (213) 676-4590. (49)

1969 Suzuki 250, $250
P.P. fenders, Curnutts, extended swingarm, bullet proof. (714) 995-4890. (49)

'73 Bultaco Pursang
Fast — in good condition, plastic tank, rebuilt top-end and new connecting rod and bearings — extras. $600.00 or deal. Call after 5:30 (714) 532-4923. (49)

TRIALS, '70 MONTESA COTA T, 250cc. Good buy, must sell, $350.00. (213) 340-1790. (49/2x)

'74 Honda 125 Extra Fast . . .
Winning bike, 5½ mos. old and prepared by CH Industries Oct. 9th, 1974. U.S. Sport swingarm, Mike's Racing Center aluminum Konis with 78 lb. springs and 90 lbs. spares, 410 Yokohama, 30 Mikuni with plastic air box and Uni filter, E.C. Birt radial head and milled stock head. Flying Machine pipe and spare stock and torque Revelle pipe. Special black Moly bars and Hex grips, 53 aluminum sprocket, spare new cables and chain. Cherry condition and race ready. Have moved to 250 class. Bargain priced at only $800.00. (213) 886-4778. (49)

Stolen at Vegas Race
1975 Yamaha YZ 250 Monoshock. Engine No. 483-000818. We'd like to get this back to our customer and will act as intermediary. No questions asked. Reward or recovery fee paid will depend on condition of machine. Call collect — Yamaha of San Luis Obispo (805) 543-6723. (49)

Year End MX Sale
Brand new Rickman 125 MX, $625.00. New 250 MX, $699.00. New 400 MX, $749.00. City Cycle Center, (213) 861-4139. (49/2x)

WANTED — need engine parts for Zundapp KS-601 shaft drive. Vaughn M. Green, 548 Elm Ave., San Bruno, Calif. 94066. (49)

EUROPE BOUND, SOMEBODY buy my '73 Honda 250 Elsinore, used four times, $600.00. (213) 320-2694. (49)

Penton & Husky specialists
Penton Sale: with this ad — Super price on Pentons.
Steve Hurd Motorcycles
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Why buy used!!!
New in case — '73, 125 CZ, yellow tank, $695. '74 250 CZ red tank, $995. '74 250 CZ, gray tank, $1195. '74, 400 CZ, blue tank, $1095. '74, 400 CZ, gray tank, $1295. Limited supplies. Ship anywhere in U.S. Ask for details on 50% discount on extras, with purchase of new m/c. (213) 772-1647. Prices include FREE Electronic Ignition.

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Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, CA 92501. (714) 686-8014.

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Complete Parts & Service
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10427 Prairie Ave., Inglewood, Ca. (213) 673-5562

Kawasaki 350 Flattracker
Extra motor for TTs. Both fresh for next year. 44 Mikuni carb for flattracker. Dallas Baker frame, Barnes wheels and brakes. Looks like new. $1650.00. (408) 264-3490. (49)

'72 Yamaha 250 Enduro
Lights and license, $475.00. (714) 968-0147. (49)

CZ 400, 5 Sp. W/R
73 CZ. 5 sp. W/R, Femsa, Mikuni, GP springs, GP seat, Curnutts, trick! You name it! It has it! $900.00. Day (714) 747-2211, eve. (714) 469-4473. (49)

'74 Husky 250, 6 Spd. WR
Ridden only six times, desert ready — many extras, $1075.00. Call after 3:30 p.m. (714) 832-6904. (49)

1973 HUSKY 250, 6 SPEED. Honda seals, new Curnutts and skid plate. Very low hours, excellent condition, $950.00. Helmet, new boots and leathers available. (213) 885-8744. (49)

'72 DKW 125
Excellent condition, many extras, fast, smooth and reliable, $400.00 or best offer. (213) 882-2229. (49)

Barstow to Vegas T-Shirts
Rider, entry form design, state size S, M, L & XL. Send $3.50 + .50 postage to: Roy Kennedy, Box 678, Garden Grove, California 92640. (49)

BULTACO 250 MK 5. CHERRY COND., fast, reliable, extras, $500.00. (213) 423-9424. (49)

'72, 250 MX. EXCELLENT CONDITION, rebuilt engine. Call after five (213) 941-4831. (49)

'74 Suzuki TM 125, Must Sell
$580.00 or best offer. (714) 545-0248. (49/3x)

'74, 250 Pursang
Injury — must sell. Like new, must see to believe. (714) 544-6836. (49)

'48 PANTHER, 600cc SINGLE, COMPLETE and running. British plates, and hard to find parts included, $650.00. (213) 249-6483. (49)

Showroom Husky
1973 C.R. 250, showroom condition, never raced or abused. $900.00 or ? (714) 522-0719 or (213) 926-6714. (49)

'73 Yamaha 250 MX, Must Sell
Excellent condition, new plastic YZ tank, K&N filter, new tires. Must sell fast. $650.00 or best offer. Call Ron's Flower Shop (213) 679-1948. (49)

'74 Maico 250
Perfect condition, Uni filter, Andres bars, Wheelsmith pegs & pipe. Fastest of its class. Be first to the turn anyway. Must sell! $850.00. (714) 496-4872. (49)

Ho Ho Ho!
Make someone HAPPY this X-Mas with my super clean MINI-ENDURO! $200.00 or ? 1-(714) 522-4501 Darrell or (714) 522-0719, Fred. (49)

Jawa Speedway Bikes
Brand new — $1495.00. Will ship anywhere. Competition Accessories (513) 372-6621. (49/2x)

Museum Pieces
Yamaha TD-1, 32mm Mikunis, $200.00. H-D 250 Sprint, 32mm Mikuni, magneto, spares and extras galore, $75.00. Both run great. (714) 685-7894. (49)

Husky 450 WR
Bought new Dec. '72, new tires & chain, Curnutts, matched ports, close ratio 5th gear. Very fast, super dependable, xInt. condition, $850.00. (213) 694-2250. (49)

One Day Only
Friday, December 20th — top quality nylon jerseys, ONLY $9.95. All colors. This low price includes FREE bike logo of your choice and your name (up to 8 letters) printed on the shirt. These jerseys make excellent Christmas gifts. Town and Country Cycle, 411 South Brookhurst, Fullerton, California. (714) 871-2460. (49/2x)

Help Wanted
Motorcycle mechanic, Norton, Triumph, BSA, Rickman and Yamaha. Must be journeyman mechanic in one or all. Salary pending on experience. Rober M. Law M/C, 224 North Anaheim Boulevard, Anaheim, California. (714) 533-1309. (49/2x)

Mitch "Rocket" Moody!
230 pounds? 50 horsepower? Are Ron's eyes really brown? Merry Christmas to all Borrego Bums! (49/2x)

4X4 Dodge Powerwagon 4X4 '74
Impending doom — marriage forces sale. 318 longbox automatic trans., 16.5 Jackman wheels, 10 in. genuine Tractionite tires, Roll Ball Quartz lights. Just bought Sept. Payoff is $4844 plus $300 for my investments in it. Will deliver L.A. area. (714) 427-8204. (49)

250 Penton
'73¾, excellent condition — must sell, $950.00. (213) 249-0706. (49)

'73 ALPINA 350cc, LOW MILEAGE, super clean, licensed for street, $650. (213) 596-9898. (49)

Hasty Husky Hopes For Home
1974 Husqvarna 250 mag, D.I.D.s, aluminum Konis, Twin Air, Oury, Hallman, Rahm and Magura stuff. $1200.00 or best offer. It's clean too. (714) 492-9969. (49/2x)

CZ Specialty Tools
Need help getting at those tricky clutch springs and wrist pins? We have clutch tools and wrist pin tools. Only $9.95 each plus tax. Northridge Cycle Products, 18854 Muirkirk Dr., Northridge, California 91324. (213) 360-7251. (49)

1970 SL125 HONDA. LOW MILES, spare sprocket, rim locks, $325.00. (714) 637-6291. (49)

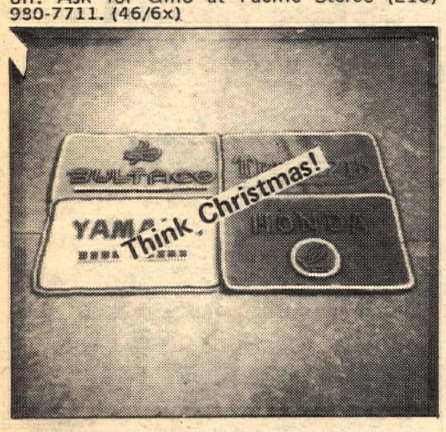
Motorcycle For Christmas??
Here is a beauty! 1970 Suzuki TC90, 1700 miles, a cream puff. Street legal, knobbies, good starter or pit bike. Call Bob (714) 546-9660, after 6 (714) 832-0138. (49)

!!!!Nickel Plated Frames!!!!
Complete plating services. Motocross, dirt trackers and road race bikes. Cad. iridite, anadizing, and chrome. California Metal Polishing, 4312 Santa Fe Avenue, Vernon, California 90058. (213) 582-3175. (43/TFN)

400 HUSKY, '70, FRESH ENGINE, Mikuni, BLM, good condition, $500.00. Steve (213) 795-4238. (49)

CZ 250, '74, $550, Like New
Break-in miles only! S&W shocks, twin-air, riding clothes included & more. Must sell — leaving country! (213) 837-9295 or (213) 398-3496. (49)

Need Stereo or Quad?
for car or home? Card carrying racers get 20% off. Ask for Gino at Pacific Stereo (213) 980-7711. (46/6x)



Cycle Rugs 24" X 34"
Nylon, super durable, machine washable, all rubber backed. Choice of 23 brands in red, yellow, blue, orange, and green Send $8.00, check or money order or I'll C.O.D. (plus postage). J's RUGS, 3306 S.E. 166th, Portland, Oregon 97236. (37/13x)

Where's Huntington Park???? S&L Yamaha, 5938 Pacific Blvd.
Just south of Slauson Avenue. Mooch deals to AMA and District racers on all new bikes and racing parts. Yamaha road racer parts in stock. (213) 587-7244. (34/TFN)

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Large stock of LUCAS parts. Entire stock only. Write for inventory. EASTSIDE CYCLE, INC., 4940 East 22nd Street, Tucson, Arizona 85711. (48/2x)

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Mounted Watch Holder — dust and water protected, was $9.95 — now $6.95, plus tax, ppd. "Dial-A-Enduro" Computer — was $29.95, now $19.95, plus tax, ppd. BONAR ENTERPRISES, 3128 Auburn Boulevard, Sacramento, California 95821. (45/TFN)

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'72 YAMAHA 90 MX. PERFECT CONDITION, special forks, Diamond chain, plastic fenders, Filtron, ORV license, $250.00. (805) 252-9408. (49)

'74 Yamaha 250 MX
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'71 HUSQVARNA 400 MI, new DID rims and tires. No dings, dents or bends. Perfect shape. $650.00. (213) 695-3675. (49)

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Street/dirt, 2000 miles, excellent condition, big tank, skid plate, Skyway, lights, extras, licensed, $500.00. Call between 12:00 and 5:00 (805) 966-2006. (49)

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Need money, lots of extras, Konis, etc. Great condition — not ridden since March '74. $300.00. Call (213) 431-4057 after 6:00 p.m. (49)

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2 — 360 Bultaco 1974½
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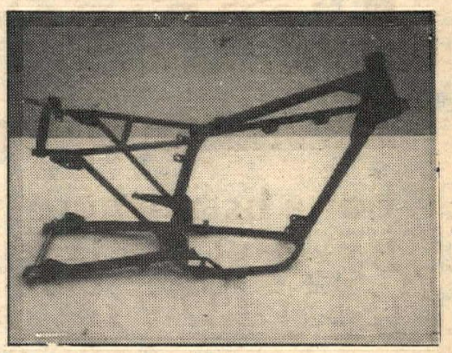
12.9" Konis with Poppy aluminum bodies, spacers, $130.00 value, only $75.00. 34mm Mikuni, $25.00. After 7:30 p.m. (714) 544-7108. (47/TFN)



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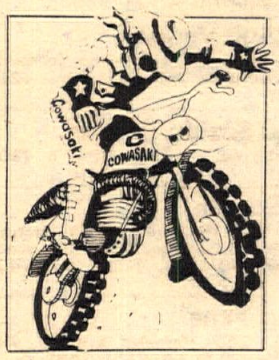

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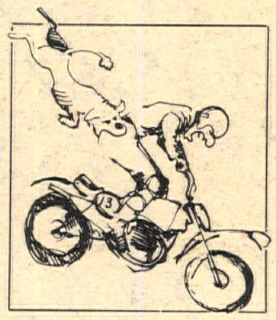

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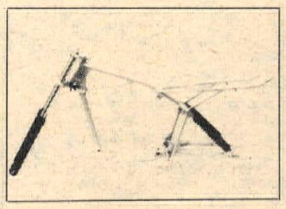

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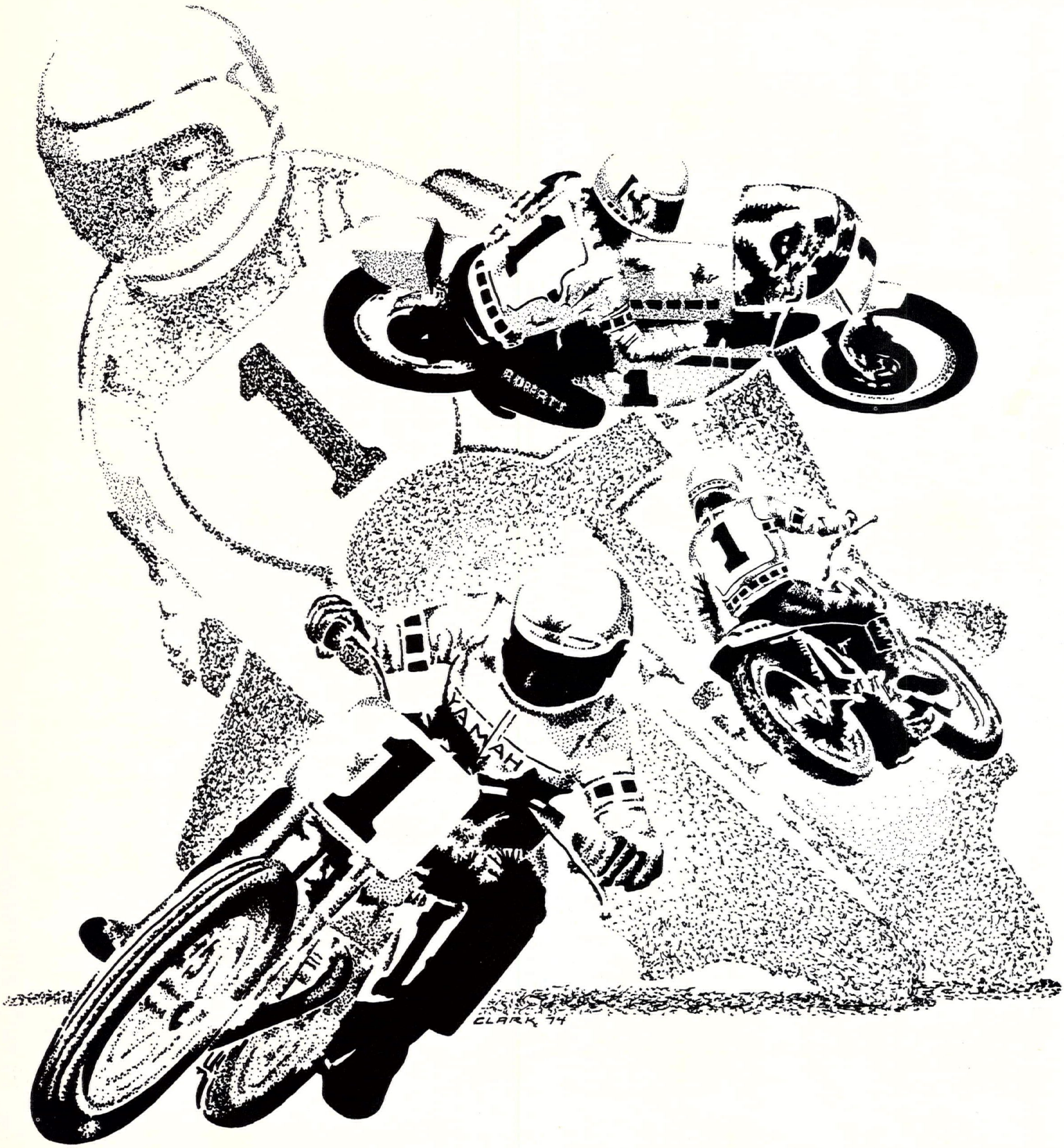

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